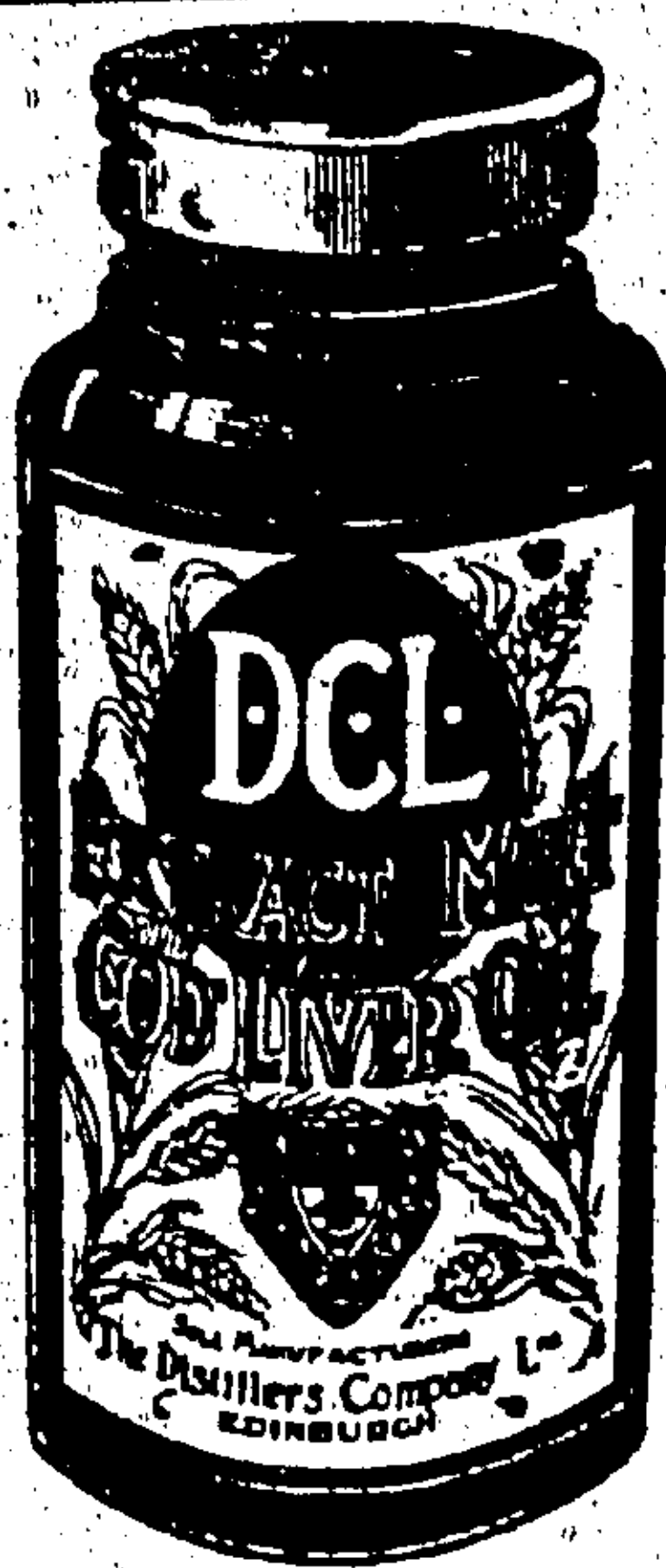


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Age Group	Total (%)	Female (%)	Male (%)	Unknown (%)
0-10	100	85	15	0
11-20	100	75	25	0
21-30	100	85	15	0
31-40	100	75	25	5
41-50	100	75	25	5
51-60	100	70	30	5
61-70	100	80	20	0
71+	100	75	25	0



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SCOTTISH LETTER.

PROBLEM OF THE WESTERN ISLES. AN EXODUS, NOT A "CLEARANCE."

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 30th.

Within the last few weeks the little island of Boreray, in the Outer Hebrides, has been vacated by its inhabitants, the entire population being transferred, under the auspices of the Board of Agriculture for Scotland, to the island of North Uist. The population has been dwindling for many years. In 1911 it was 89; this year it was about 50, composed mostly of very young and very old people, who will now seek their living on an alien soil. The struggle for existence on their native islet must have been severe. The island is exposed to the full force of the Atlantic breakers, and, although not more than a mile distant from Ardsay Point on North Uist, it is often cut off from the larger island for months at a time.

The Boreray fitting resolves a question which has presented itself to the minds of many people in connection with the problem of the livelihood of the people of the remote islands of Scotland. Is not this the ultimate solution of the problem of all the scattered communities who have been striving for centuries to wrest an unproductive soil of such out-of-the-world islets? The tragedy of some of these island peoples has always been intensified by the apparent hopelessness of any really remunerative lot ever becoming theirs, after all their struggling and the efforts of sympathetic outsiders to afford them relief in particularly trying times. If they can be given a chance of doing better elsewhere, their centuries-old home need not be altogether lost to them while they preserve, in their new situation, their own sentiments, customs, and folk-lore.

SCOTS AND SATIRE.

The rowdy reception accorded to Mr. Caradoc Evans's "Taffy" by the Welsh element in a London audience is likely to secure for his play an even greater vogue than the Abbey Theatre disturbances secured for Sygne's "Playboy." Sygne's play is really a subtle satire on human nature in general, and people in this country were unable to see what particular ground of offence it gave in Ireland. Mr. Evans's satire is of a more obvious and direct nature, and it is aimed at defects which are supposed to be characteristically Welsh.

Scotsmen feel rather out of it in such matters. But it is unlikely that a Scottish play on the lines either of the "Playboy" or of "Taffy" would lead to riots in a Glasgow theatre or make the fortune of the Scottish National Players. The thin-skinnedness of the Irish, the Welsh, and of several other peoples one might name is in striking contrast to the St. Sebastian-like placidity with which the Scottish people accept the darts of satire and defamnation. We have discounted all such attempts by making capital ourselves out of the less admirable characteristics ascribed to us. Therein we have shown ourselves better humorists than our critics, who fail to perceive that the Scottish nature is concealed within a resilient and impenetrable armour of pride. That armour could be pierced only by a Scot, and a Scot of commanding genius and his portrayal of his fellow-countrymen would be strikingly different from anything that has hitherto appeared in novels or plays.

LADY BAILIE WITNESSES A HANGING.

Bailie Mrs. Bell's attendance at the execution of a Glasgow "Keelie" for murder is in some respects a notable event. It was the first time a woman magistrate had attended a hanging as an official witness, this duty falling on her as the junior bailie. The advisability of Mrs. Bell undertaking the trying ordeal formed the subject of much discussion in Glasgow since the trial, and it was at one time suggested that probably she might desire to relegate the duty to another member of the Corporation. Mrs. Bell, however, contended that as she had undertaken the ordinary duties of a magistrate of the city she would not shrink the responsibility on that occasion. "I think it is only right that I should prove that a woman can carry out her duties equally as well as a man," was how she put it. And again, "When the executioner pulled the lever, someone beside me whispered, 'Shut your eyes—turn your head!' But I did neither the one nor the other. I was there as the city's representatives to see the thing through—so I kept my eyes wide open and saw everything." As woman magistrates, she went on, "we are called upon to listen to all sorts of unpleasant details of evidence in the courts. We do that as a matter of duty, although it is a thing that we naturally dislike. In this murder case there were nine women serving on the jury, which necessitated their being confined for four days and nights. And those women jurors bore that ordeal and brought in their verdict because it was a duty they had undertaken."

A WESTERN ROOM IN CHINA.

Fedden Tindall writes in the Women's page in a Glasgow newspaper—I heard of a touch of genius which illuminated the wife of a British official in China. When other women were rying with each other in collecting genuine curios, she arranged a room that was absolutely Western down to the smallest detail. Not the choicest bits of China or most beautiful Eastern hanging was allowed inside it. Everything spoke of home, an ordinary tasteful British home, and the white men in the town simply delighted in her inspiration. It gave them the rest they needed.

MEDICAL MISSIONS IN CHINA.

Scotland was well represented at the meeting of the Medical Advisory Board of the British Missionary Conference when the subject of handing over hospitals to native churches and the standard of training of nurses were the chief matters considered. Dr. James L. Maxwell, son of Dr. J. L. Maxwell, of Edinburgh, the pioneer missionary to Formosa, speaking as general secretary of the China Medical Missionary Association, advocated the delegating of responsibility of mission hospitals to native churches as soon as the latter could support them. To-day 75 per cent. of its members were Chinese, and it was these who insisted on the high standards some criticised. Dr. A. Cowan, of the U.F. Manchuria Mission, affirmed that male nurses were being successfully trained at Mukden. Dr. Moore, of Shantung Christian University Medical School, was of opinion that hospitals must be more efficient than non-Christian if they were to continue in China.

SHOULD CATS BE LICENSED?

Edinburgh Town Council are considering a proposal that all cats in their area should be licensed. The subject has been brought to their attention through the large number of stray cats in the city. The proposal is that licences should be required for keeping cats, and that a fee of one shilling should be charged for each cat. Any person keeping a cat without a licence would be subject to prosecution, and police officers would be empowered to seize stray cats. The problem of keeping dogs and cats in Edinburgh is complicated by the fact that a large majority of Edinburgh people live in three and four-storey tenements, with common and restricted ground at the back. In spite of these difficulties the city is noted for its large number of cats and dogs. The dogs are usually well looked after, but cats are often left to shift for themselves in holiday times. How licensing would abate this evil is not too clear, but the supposition is that anyone taking the trouble to take out a licence would be sufficiently interested in his cat to look after it properly. The risk of keeping cats without a licence would probably lead to the reader, and more general dispatch of kittens.

ABOUT PEOPLE.

A new compilation of "Favourite Recipes of Famous Women" contains a contribution on the preparation of haggis, by Lady Oxford and Aquith. It begins thus: "The stomach of a sheep, having been well washed and then soaked in salt water, is turned inside out. Not a bit like

"Margot's" usual style. I note that a number of Socialists in Galloway, South Scotland, have sent to Mr. David Kirkwood, M.P., a new wooden spurtle to stir the porridge which Scottish M.P.'s are to feed on when Parliament re-opens. The spurtle is to be presented to the House of Commons Kitchen.

A young friend fresh from a holiday tells me how he met George Bernard Shaw. He saw the great man approaching on a lonely Highland road, and as they were about to pass he gazed at the well-known figure with pardonable interest and curiosity. G.B.S. remarked—"Yes, you are quite right," and passed on.

Appropos Shaw, to-day he is accepted by everybody but Mr. Mencken. That American critic regards him as a "Scottish blue-nosed Presbyterian, disguised as an Irishman," and in his "prejudices" asserts that "in his theory that he (Shaw) is Irish I take little stock. His very name is as Scotch as haggis." Mr. Baldwin, on his way to Balmoral, passed through Aberdeen, and countered interviewers very neatly. "I am looking forward very much to the visit, as I have noticed that the people at the top always come from Aberdeen, and I want to have a look at the place. It's a fact that wherever I go I always find Aberdonians at the top," and he instanced a number of cases in the railway world, Government departments, and elsewhere. What could the local pressmen do in the way of putting questions after that?

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OUR LONDON LETTER.

OVERSEAS BUYING AT THE MOTOR SHOW.

THE POPULARITY OF BRITISH CARS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 10th.

A GREAT MOTOR SHOW.

By common consent the motor show which opened here yesterday (October 9th) at Olympia is the most successful held since the war. Selling agents from every corner of England, the Dominions, the Continent, and America attended the show in their thousands to buy the cars which they know will meet the needs of the evergrowing army of motorists. Actual agreements were entered into during the day for the delivery to English agents of no fewer than 130,000 cars of different makes. The value of these cars, bought ahead in anticipation of demand, was more than £20,000,000. I am told that a large number of firms sold their entire output for the year before midday. The rush of orders was a record. Overseas buying was stronger than in any previous year, partly, it is said, because there is no Paris show.

Nearly 700 individual cars are in the exhibition, representing 120 different makes. The British manufacturers number fifty, and French, the next highest, twenty-six. Austria is showing for the first time since the war, but Germany is still banned from Olympia. The majority of cars are priced between £400 and £500; but there are makes to suit every purse. The most expensive car of all, a wonder on wheels, with an enclosed body more luxurious than any drawing-room, costs £1,000, and at the other end of the scale is a family four-seater at £125.

THE MAIN FEATURES.

The special characteristics of Olympia 1923 may be summarised as follows:—The vogue of the six-cylinder car, ranging in price from £275 to greatly improved springing, with shock absorber equipment on a variety of cars; better weather equipment on open cars, with windows to wind up from inside the doors to meet the hood when in position; few cars without some system of synchronised four-wheel brakes; the extraordinary quality of the British light car; the decline of the balloon tyre and the popularity of the semi-balloon tyre which is now established; the great increase in saloon bodies, showing that cars are used more as conveyances and less as mere pleasure vehicles.

QUEEN MAUD OF NORWAY.

Queen Maud of Norway arrived here this week on her annual visit to her mother Queen Alexandra at Sandringham. She was accompanied on the voyage to England by the Crown Prince who is resuming his studies at Oxford. I believe it is not generally known that the annual visit is really a stipulation made by Queen Maud's father, the late King Edward.

This was one of the conditions laid down by the King in giving his consent to the marriage with King Haakon. He stipulated that Princess Maud, as she then was, should spend a few weeks in her own country every year, and that stipulation has been not only faithfully but very gladly observed. Queen Maud is very fond of Sandringham, and it is doubtful whether she or the aged Queen Mother took forward with the greater pleasure to the annual visit.

PRINCE AND TANGO.

It is said that the Prince of Wales has learned to dance the tango during his visit to Argentina, and that he has become so keen that he will ask for it to be played at all the balls he attends during the winter. Accordingly in London bands are hard at work practising the Tango in preparation for his return.

There is much difference between the Tango of 1923 and that which it was attempted to introduce into England just before the war. The old Tango, with its complicated set steps, was really more suitable for exhibition dances than for a crowded ballroom. The new form, with only four standardised steps, takes up less room than the fox-trot. Moreover, the time also has altered a good deal, becoming far more Spanish in character, with less of the Argentine drumming.

Many English bands can play the new Tango, but one or two hotels in London are employing proper bands. These usually consist of about seven performers. Among the musical instruments that they play are the banjo, the guitar, the mandolin, and a strip of metal like a carpenter's saw. It is the French who are largely responsible for the new simplified Tango, and almost every one who has been on holiday at Deauville learnt to dance it while there.

SIX-FOOT GUARDS.

During the war it was a case of "Let 'em all come" as recruits for the army, and standards of height were a secondary consideration. But times have changed. The Army can pick and choose as far as the Guards are concerned. It has just been decided that no recruits under six feet are to be accepted, the reason being that all the Guards' battalions are up to established strength, while men are constantly offering themselves.

I have heard regret expressed that the new rule has been imposed. It is true that a very high standard of physique with adequate height is desirable for the Brigade of Guards, but a rigid six-foot rule must bar many of the finest kinds of recruit. As a rule very tall men are not so strong as those nearer the perfect height, which is put at five feet ten or eleven inches for athletic purposes, and neither are they usually quite so quick and intelligent. Parade-ground show is apparently being preferred to soldierly efficiency.

However, this criticism is not meant in any captious spirit. As a matter of fact those who have watched the post-war Guards with expert attention during the past year or two have been much impressed by the smarter, better type serving in the ranks. Indeed, some think them an improvement on the best pre-war Guards standard.

NO LIGHTER GOLF BALL.

The crushing manner in which the members of the Royal and Ancient Club have rejected the proposal of their own Rules Committee to enforce the use of a new standard ball—larger and lighter than that now popular—in next season's championships unquestionably means the end of ball legislation in this country for a long while to come.

For four years the St. Andrew's Sub-Committee have been working at the problem with the full approval of the premier club, and there was an understanding that, if they could produce a ball which would restrict the length of driving and develop the scientific aspects of the game without robbing golf of any of its present-day pleasurable aspects, that ball would be accepted.

A MATTER FOR EXPERTS.

The proposal was to decree the use of a ball in the Amateur and Open Championships measuring not less than 1.69 inches in diameter and weighing not more than 1.55 ounces. The corresponding limits of the present ball are 1.62 inches and 1.62 ounces. Americans have been keenly anxious for the larger and lighter ball. It is said that the proposed new ball would tend to "shorten" the drive of the crack players by 10 or 15 yards.

The official view, I understand, is that the experts are able to drive as far with an ordinary course in dry weather is too easy for them. They are hardly ever called upon to play those long second shots which are the severest test of golfing skill. It was, of course, never intended by the Royal and Ancient to touch the average golfer; he was to be free to please himself as regards the ball he used. The new ball would have been for championship meetings. But this would have given an artificial flavour to the idea, and created complications by having a "championship ball" to be used only by experts; and therefore it is wise to leave the golf ball as it is.

THE IRISH WAY.

The recent trading activity of the Irish Free State does not suggest that our newest Dominion is inspired with the Imperial idea in the matter of trade. During the last few months the Irish Free State has distributed round about six and a quarter million pounds worth of contracts, and in every case these contracts have gone to foreigners—Germans and Belgians for choice.

Now in the last week or so a French firm has been given a huge contract to revolutionise the watering and cleaning of Dublin's streets; and, to crown it all, a German professor has just been appointed Director of Music to the bands of the Free State Army. England appears to be getting the cold shoulder, certainly, and that is a bit unfair, because this country is practically the only customer for Ireland's agricultural produce.

THE JAPANESE EMBASSY.

Baron Matsui, the new Japanese Ambassador to the Court of St. James, has just taken up his residence officially at the Japanese Embassy in London. The house is one of the finest in Mayfair, and it will afford splendid opportunities for the Ambassador and Madame Matsui to entertain on a considerable scale the steadily growing Japanese colony. The Embassy, standing on the corner of Grosvenor Square, has a nobly proportioned hall and a staircase of marble, while the reception rooms are beautifully decorated, largely as a result of the exquisite taste of Baron Matsui's immediate predecessor. The new Ambassador and his wife have had a good deal of diplomatic experience, and both of them are versatile linguists.

"T.P.'S" BIRTHDAY.

Mr. T. P. O'Connor has this week received many congratulations on his 77th birthday. Although he has not been very well of late the veteran journalist and M.P.—he is the "Father" of the House of Commons—has still the knack of getting through a great deal of work. He contributes special articles to the Press and edits a weekly paper as well. But this is easy work compared with what he used to do in his prime, in the days when the Irish Nationalists were keeping the House engaged every night with their obstructionist tactics. "Toy Pay" used to play his part as a member of the Party on the floor of the House, and afterwards write a Parliamentary sketch for the old *Pall Mall Gazette*, which meant that he seldom got to bed before five o'clock.

(Continued on next column.)

SCOTTISH SPORT.

CITIES MEET BORDER RUGBY.

LEAGUE FOOTBALL SURPRISES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 30th.

The Rugby season proper opened with some interesting tussles between City and Border clubs. In Edinburgh, Heriot's entertained Hawick. Broadly speaking, play was scrappy, and there were neither outstanding players nor incidents. A draw would have been a fair result. If Heriot's could point to periods of pressure which yielded nothing, so also could Hawick. Both teams have excellent material, but will require to make the most of it if they hope to have any say in the ultimate destination of the championship. Two Glasgow clubs, Academicals and High School F.P.'s journeyed to the South country. The accents had a stiffer task than they anticipated, and had the unusual experience of resting at half time without a score. Indeed, for twenty minutes of the second half they were more or less pinned to their own 25, and it was only in the last ten minutes that they made victory secure. The tactics of the Academicals was at fault. The Gals backs were a dour lot in defence and gave nothing away, and for five-sixths of the game the Glasgow backs tried hard to pierce this defence, and tried unsuccessfully. Judging from their play against the champions, Gals bid fair to make a big stir in the Rugby world than they have done for some years. None of the other matches call for particular comment. Edinburgh Institution and Royal High School had a hard struggle. Glasgow High School got the better of Jedforest in a game which was marred by a wet field and a slippery ball. Principal results:—

Heriot's (F.P.), 6; Hawick, 3.
Royal High School (F.P.), 5; Edinburgh Institution (F.P.), 3.
Glasgow, 0; Glasgow Academicals, 11.
Jedforest, 0; Glasgow High School (F.P.), 17.
Kelso, 9; Selkirk, 0.
Melrose, 13; Hillhead High School (F.P.), 0.

THE LEAGUE.

The chief results of the week were Airdrieonians' failure against Motherwell and Rangers' fall to Hearts. The Edinburgh team swung the ball about, shot at every available opportunity, and, finding things for the most part running well for them against a somewhat disorganised defence, gained a remarkably popular victory by the substantial but inflated score of 3 goals to 0. It was a severe reverse for the champions. The defeat of Airdrieonians by Motherwell was as little expected as the Tynecastles' reverse to Rangers, and was brought about in similar fashion, changes in Airdrieonians' attack robbing that line of its customary effectiveness. Celtic regained the leadership. Another fine display by the Parkhead forwards against Falkirk enabling them to maintain their unbroken run of home victories. The Queen's Park victory over Perth St. Johnstone was thoroughly deserved. St. Mirren defeated Dundee United at Paisley by a couple of goals in a disappointing game. The conquerors of Celtic a week previously were a moderate side in this game especially in attack.

RESULTS.

Heart of Midlothian, 3; Rangers, 0.
Raith Rovers, 1; Hibernians, 0.
Aberdeen, 2; Morton, 2.
Celtic, 3; Falkirk, 1.
Dundee, 3; Clydebank, 1.
Kilmarnock, 1; Cowdenbeath, 1.
Motherwell, 2; Airdrieonians, 1.
Partick Thistle, 3; Hamilton Academical, 1.
St. Johnstone, 1; Queen's Park, 4.
St. Mirren, 2; Dundee United, 0.

SCOTTISH GOLF FOREBODINGS.

At Troon, after a final of remarkable fluctuations, St. Andrew's New Club defeated Ayr St. Andrew's on the 22nd and 23rd, and for the third time since the war and the second successive year won the Scottish Foursomes Trophy. The winners were represented by Mr. N. R. King and Captain Bounphrey, who again displayed their excellent qualities for this co-operative form of the game. Mr. King is a St. Andrew, and is well-known in that famous golf town. Captain Bounphrey, who is in the Royal Air Force and is now located at Calshot, played a good deal on the St. Andrew's course while he was at Leuchars. He is English, and competed in the first native championship held early this year at Hoylake.

There is probably no member of the House of Commons more esteemed than Mr. O'Connor. He is popular with men in all parts of the Legislative Chamber, and it is very pleasant to sit down in the smoking-room and listen to him telling stories with the softest voice imaginable, and a suspicion of Irish brogue. He is never averse from talk of his early struggles in London, when he arrived at the age of 22 from Dublin with 24 in his pocket and rented a small room near Covent Garden Market. It was six weeks before he got any work, and then his pay was only sufficient to carry him on from day to day.

ARTISTE TARIFF REPORT.

Some interest is being stirred up among manufacturers by the attempts now made to gain support for what is called an educational campaign on behalf of the safeguarding of British Industries. The National Union of Manufacturers are giving the effort support. Stripped of all pretence and verbosity the idea is to try and convince the public here that a moderate tariff is the only means of salvation for British trade. All that need be said, however, at present is that the organisers have a hard row to hoe.—H.B.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

October 2nd, 1923.	
Hongkong Bank	\$1,140 nom.
Do. London	\$136 nom.
Chartered Bank	\$204 nom.
Mercantile Bank, A. & B.	\$204 nom.
Do. C.	\$204 nom.
P. & O. Bank	\$204 nom.
East Asia Bank	\$30 nom.
Canton Insurance	\$300 buy.
China Underwriters	\$300 buy.
North China Insurance	\$114 nom.
Union Insurance	\$200 b, 200.80 sa.
Yangtze Insurance	\$300 buy.
China Fire Insurance	\$300 nom.
Hongkong Fire Insurance	\$800 buy.
Douglases	\$40 nom.
H.K. U. & M. Steamboats	\$224 nom.
Hongkong Tugs	\$30 nom.
Indo-China (Ref.)	\$30 nom.
Do. (Ref.) London	70/- nom.
Do. Hongkong	70/- nom.
Shell Transport	85/- buy.
Star Ferries	\$50 buy.
Waterboats	\$10 buy.
Oriental Navigations	\$15 nom.
China Sugars	\$30 nom.
Kalabon Sugars	\$30 nom.
Banquet	\$30 nom.
Kailas Mining Ad.	\$20 nom.
Langkats (combined)	Ts. 23 buy.
Do. (single)	Ts. 15.10 buy.
Shanghai Explorations	Ts. 5 nom.
Shanghai Loans	Ts. 5 nom.
Kanba	\$30 buy.
Tromol Mines	\$7/- buy.
Great Consols	8/- nom.
H.K. & K. Wharfs	\$142 nom.
H.K. & W. Docks	\$60 nom.
Hongkows	Ts. 170 nom.
New Engineering	Ts. 73 nom.
Shanghai Dock	Ts. 115 buy.
Amusements	\$10 buy.
H.K. & S. Hotels (old)	\$9 nom.
Hongkong Land	\$60 buy.
Hongkong Realty	\$24 buy.
H.K. Territorials (f.p.)	\$7 sel., 6 sales
Eumphyre Estates	\$16 nom.
Prince's Buildings	\$150 nom.
Rural Lands	\$10 nom.
Evo Cottons	Ts. 8.10 buy, 9.10 sa.
Oriental	Ts. 3 buy.
Shanghai Cottons (old)	Ts. 54 b, 55 sa.
Do. (new)	Ts. 23 buy.
Canton Joss	\$74 nom.
Cements (combined)	\$18 sel.
Do. (old)	\$14 nom.
Do. (new)	\$4 nom.
China Buses	Ts. 104 buy.
China Lights (combined)	\$22 sel.
Do. (old)	\$24 nom.
Do. (new)	\$13 nom.
China Providents (comb.)	\$34 nom.
Do. (old)	\$94 sel.
Do. (new)	\$9.40 nom.
Constructions	\$4 nom.
Dairy Farms	\$194 buy.
Der A Wing (f.p.)	\$10 nom.
Do. (p.p.)	\$54 buy, \$56 sel.
Hongkong Electric	\$40 nom.
Do. Electric	\$40 nom.
H.K. Developments	50 cts. sel.
H.K. Bopes (combined)	\$40 nom.
Do. (old)	\$134 nom.
Do. (new)	\$8 nom.
Hongkong Tramways	\$26 sel.
Lane Crawford	\$10 nom.
Mackintosh	\$14 nom.
Peak Tram (old)	\$15 buy.
Do. (new)	\$5 nom.
Sinteres	\$134 nom.
Taxis	\$5 sel.
United Ambestos	\$20 nom.
Watsons (old)	\$16 sel.
Do. (new)	\$15 sel.
William Powells	\$14 sel.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	

BRITISH FILMS COMPULSORY.

TO BE SHOWN IN EVERY PROGRAMME.

AUSTRALIAN LEAD.

A lead to Britain and the Empire in fostering the British film industry has been given by the Victoria Legislative Council, Australia, which has passed a clause in a Bill laying down that:—Not less than 1,000ft. of British film must be shown in every programme. This provision will be enforced next June. It was inserted in the Censorship of Films Bill, which, says Reuter Melbourne despatch, came up for the third reading in Parliament on September 30th. This action, which will be supported by the British public as a contrast to the surfeit of United States and other foreign films in our kinemas, draws attention once more to the necessity of some similar measures in Great Britain.

THEATRE ROYAL.

GONSALEZ BROS.

PRESENT THEIR

ITALIAN GRAND OPERA CO.

Tuesday, November 3rd,

RIGOLETTO.

Wednesday, November 4th,

BUTTERFLY.

Thursday, November 5th,

TRAVIATA.

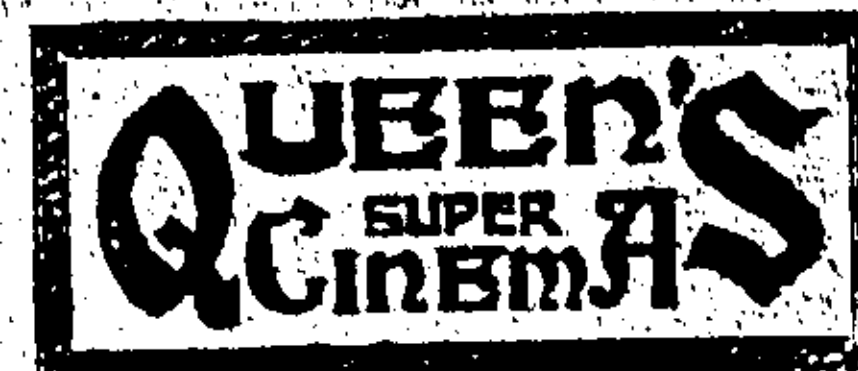
Friday, November 6th,

LUCIA DE LAMMERMOOR.

Booking at MOUTRIE'S

\$4 \$2 \$1

[278]



TO-DAY THU SATURDAY.

ATTRACTION EXTRAORDINARY.

CHARLIE CHAPLIN

IN HIS LATEST AND GREATEST COMEDY.

THE GOLD RUSH.

TIMES & PRICES

2.30 p.m.	\$1.00	80, and 40 cents.
5.15 p.m.	\$1.50	\$1.00 and 60 cents.
7.15 p.m.	\$1.00	80, and 40 cents.
9.15 p.m.	\$2.00	\$1.20 and 80 cents.

COMING! COMING!!

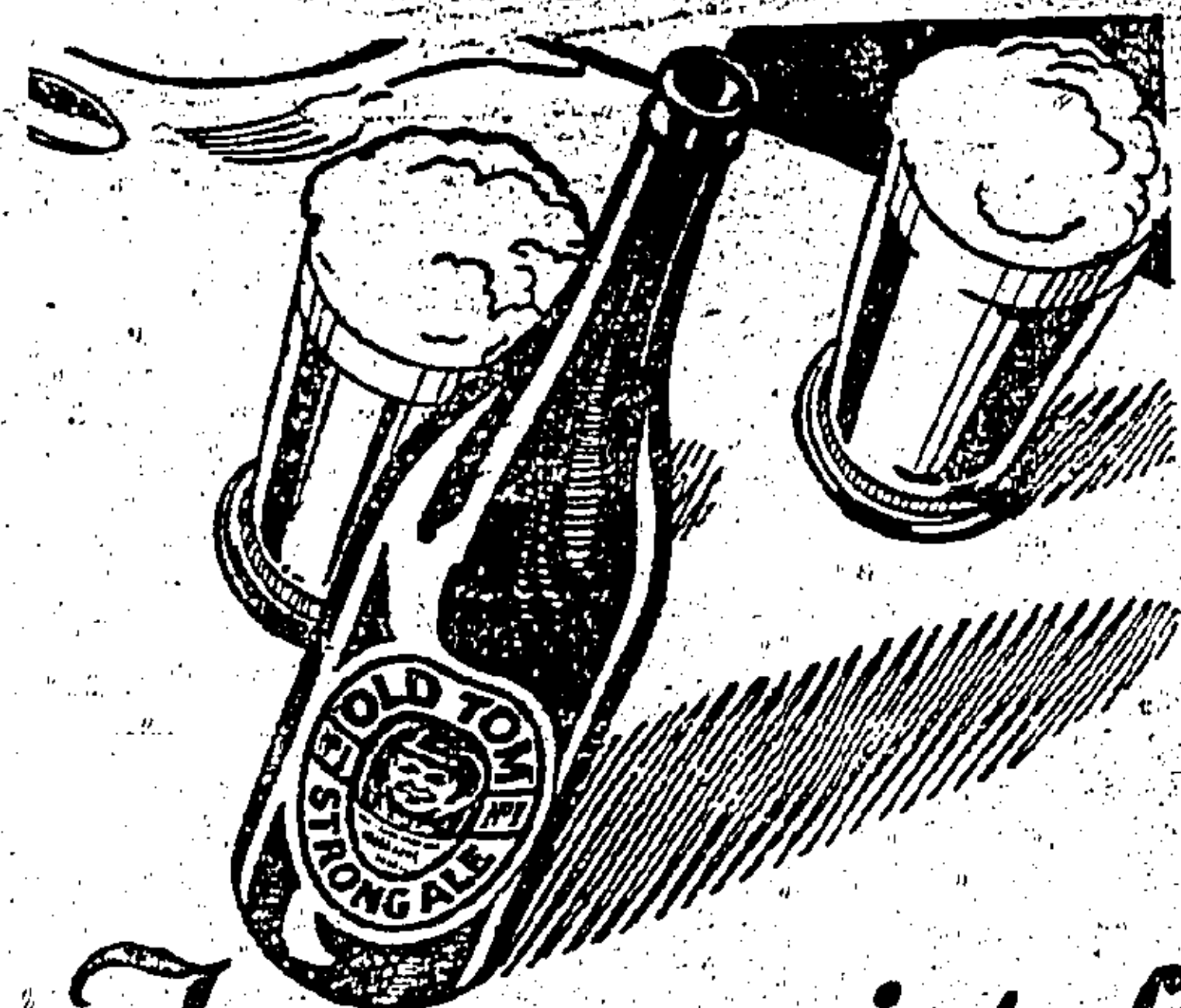
"TOYLAND."

(ADJOINING THE ASTOR HOUSE HOTEL).

Everything to delight the kiddies at Christmas.
All the most up-to-date Toys and novelties at moderate prices.

DEFER your Christmas shopping until you visit TOYLAND.

Opening on or about November 16th.



From any point of view —

Whether you think of the flavour, the purity, the colour, or the strength of "OLD TOM" EXTRA STRONG ALE, you feel it can't be bettered. Every point is just right. "OLD TOM" EXTRA STRONG ALE is an inspiring, cooling refresher for the busy, whether at work or recreation. On the table—close at hand—this is the point of view most men like best.

AGENTS—

Messrs. Donnelly & Whyte.

2, QUEEN'S BUILDINGS.

HONGKONG.

'OLD TOM'
Extra Strong Ale

Brewed and bottled by the PALATINE BOTTLING CO. LTD.

MANCHESTER ENGLAND

USE COLGATE'S SOAP AND RIBBON DENTAL

CREAM

SOLE AGENTS:

THE HONGKONG TRADING CO., LTD.

BANK OF CANTON BUILDING,

HONGKONG.

2. Queen's Buildings.

ALEXANDRA BUILDING, DES VŒUX ROAD.

96

SWATOW AFFAIRS. WARS AND RUMOURS OF WAR. RECREATION CLUB STILL FLOURISHING.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, October 28th.

This rumour-ridden place is all "hot-up" with the yarns that are flying about. Yesterday there was mild consternation in politico-military quarters; the "Reds" were advancing relentlessly eastward, almost the enemy was at the gates.

Hung Chao Lin was going to make a valiant stand at some unpronounceable place 30 miles away. The Strikers' Committee were going to send out armed pickets—a tremendous to-do!

This morning all is peace and the sun of righteousness shines once more.

The "Reds" are retreating to Canton because a Mr. Tam something-or-other, a Yunnanese, has declared his independence and upset all their plans—the situation is easier.

Touching the question of settlement of the British strike and boycott movement in Swatow I was recently asked "What hope is there? What course shall we pursue?—if we cannot rely upon the anti-Reds?" Briefly, my considered replies are these:

1. Our only hope lies firstly, in the efforts of the Chinese merchant community to do away with the obstructions that are strangling its business life and secondly, in the possibility of any established authority in Canton, Red, anti-Red or other colour, putting down the activities of the guilds and unions. We believe that if this latter hope were brought to fruition there would be a speedy collapse in Swatow also.

2. What course shall we pursue? The only course open to us is to wait on events; there is literally nothing else we can do to hasten the end of our troubles.

October 28th.

News market weaker this morning but steady at the fall. A certain buoyancy is noticeable on account of further reports of anti-Red victories (sic) and it is confidently expected that the pre-fiesta gin and bitters will induce a firmer tone before the close.

I am credibly informed that a number of wounded soldiers (not Russians—ask any railway porter 1914-18) passed through from the Eastern Front last night—the price perhaps of the victories recently reported. Some are now under the care of Dr. Lyall of the E.P. Mission Hospital.

SWATOW RECREATION CLUB.

It cannot be said that no good thing ever came out of the Swatow strike and boycott. The continuous presence, since mid June, of a British sloop in the port has brought about a pleasant revival of Recreation Club activities. Never has there been so much cricket and football in the history of the Club. During June, July and August we had the *Bluebell* and *Pagloss* alternately, September and October *Pozzylove* and *Magnolia* and the latter is still with us. So far honours are fairly easy with the *Magnolia* and the Club. They have two wins to their credit at cricket and one drawn game and at football we have one win and one drawn game. To-day we are playing them at football again and they promise our defence some heavy work. During next week-end we hope to tear the covers off them at cricket—and so, we shall if only some members of our team will forbear to cry off five minutes before stumps are pitched.

CORRESPONDENCE.

THE SWATOW MUDDLE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—In connection with the kindly reference to myself which appeared in your leading article yesterday, I think it only right to tell you that, in the report which reached you, the gravity of the matter was—as in the famous case of Mark Twain—"exaggerated." In fact, it never occurred to me that I was to be commiserated with at all!

An Mr. Carey is no longer in the East perhaps you will permit me to add that, in my opinion, his optimism and his belief in the goodwill of responsible parties here were well founded. The "month" he mentioned has not yet elapsed. I am, etc.,

E. A. MACDONALD.

Swatow, October 28th.

[Ed. Note: As a matter of fact Mr. Carey did not mention a month, but three weeks as the period within which normal trade relations would be re-established with Swatow. This was on October 16th. We ourselves added a week just for luck and in order to give Mr. Carey's opinion a longer run. However, we very sincerely hope that both our correspondent and Mr. Carey will be justified in their optimism. Nothing would please us better than to acknowledge that their reading of the situation has been the correct one.]

NEWS FROM CANTON. ALL FORMS OF TRANSPORT PARALYSED.

[FROM OUR CHINESE CORRESPONDENT.]

The military operations in Kwangtung are paralyzing all kinds of traffic and Canton is being cut off from many inland ports and towns owing to interference with the railways and the commandeering of junks and small steamers by Red troops for war transportation.

Tow-boats and freight junks plying around Kongmoon, Shuihung, Heungshan, Kankong and Canton have been taken over for the transportation of troops, and from October 27th trains of the Canton-Kowloon Railway have been running irregularly to the great inconvenience of the travelling public. The Canton-Samsui Railway, west of Canton, has been used for troop transportation exclusively.

Strike pickets preventing free traffic between Canton and Hongkong are still active in Canton Harbour, but those in Hoi-an in Toysan were ousted last week, and the five vessels plying between Toysan and Macao were able to resume traffic without further interference.

Late arrivals from Kwong Chow Wan state that the French authorities there are taking every precaution against the introduction of Bolshevism into the port. Persons arriving there must have credentials for inspection, and unless there are two responsible firms of the port willing to vouch for the good character of a new comer he will find trouble in landing.

NEWSPAPER SUSPENDED.

The *Industrial and Commercial News*, a vernacular newspaper at Wuchow, Kwangsi, has been ordered by the Kuomintang authorities there, to suspend publication for two weeks for having published the manifesto of General Chan Kwing Ming against Chiang Kai Shek.

A FAIR LOAD.

Copper coins may now be imported in Swatow, but no person may carry in more than 5,000 pieces at any one time.

Swatow, like Canton, has begun to tax travellers, and visitors to Swatow remaining as guests at hotels are subject to a tax of 30 per cent. on their hotel bills. The tax will be collected by hotel-keepers on behalf of the authorities when the hotel bills are paid, and a hotel-keeper is liable to a fine of five times the tax payable for any irregularity in the assessment and collection of the accounts.

THE SILK TRADE.

The 12 regular silk and 18 rice junks sailing from Saac Chiu for Canton semi-weekly have agreed on a "convoy system" by which they will help one another in case of further Kuomintang outrages. In addition to this, all the villages in and around Saac Chiu have decided to re-organize their allied defence forces, despite Kuomintang objection.

MILITARY SITUATION.

The Kuomintang Government in Canton appears to be fully satisfied that the Red Army has successfully regained control of the districts of Wu-hua, Hingming, Lienhsien, Fah-yun, and Chi-kam, and are despatching civil magistrates to these places.

Up to November 2nd, the anti-Reds were still unable to confirm their claim to the capture of Kongmoon. Late information from anti-Red sources says that in the battle of Chik-hum in Hoiping during the last few days, the Reds have suffered heavily.

READY FOR MOSCOW.

The Kuomintang Executive Commission in Canton has formally approved of the list of 150 Chinese students to be sent to Moscow for education. The 150 students will depart for Vladivostok on board a steamer of the Russian Volunteer Fleet in the next few days.

THE QUEEN'S THEATRE.

CHAPLIN'S NEW DRAMATIC COMEDY.

Cinema-lovers, the world over, have been looking forward to Charlie Chaplin's new film.

The "Gold Rush," which began last night at the Queen's Theatre, is his own production, and the plot is cleverly woven. Charlie, who is the hero, strikes a new note in this, the greatest of his pictures. There is a mingling of the tragic and the comic, but the tragedy, owing to Chaplin's inimitable acting, causes hilarious laughter. It is a real love story, sweet, pathetic and yet funny.

Charlie Chaplin never was funnier, nor have his antics been more laughable than in this picture. Laughter is the antidote for many ills, and the most miserable of mortals will not be able to withhold it while watching Chaplin in the "Gold Rush."

The picture will be shown until Saturday.

STILL "MY DEAR BROTHER." CHRISTIAN GENERAL'S TELEGRAM TO CHANG TSO LIN.

PROSPECTS OF WAR IN THE NORTH.

[The Asiatic News Service.]

PEKING, October 23rd.

Marshal Feng Yu Hsiang has wired to both Marshal Chang Tso Lin and General Sun Chuan Fang proposing to act as a mediator between the two opposing armies in the interest of domestic peace.

In his telegram, Marshal Feng still addresses Marshal Chang as "my dear brother" while he refers to General Sun as "my dear comrade." Marshal Chang has accepted the proposal of Marshal Feng for a peaceful settlement of the Chekiang-Kiangsu crisis by friendly conversations; but owing to the rising of Marshal Wu Pei Fu at Hankow, the Chihli leaders have rejected the offer of the "Christian" Marshal. Hence, civil war along the Tientsin-Pukow and Peking-Hankow Railways will be expected in a few days because mobilisation orders have been issued by Marshal Chang at Mukden.

PEKING, October 24th.

Despatches from Mukden indicate that mobilisation orders have been issued by Marshal Chang Tso Lin, who is sending one-half of the Manchurian army, 100,000 officers and men, to Chihli and Shantung immediately. Further, General Sutton, chief engineer in charge of the manufacturing of trench mortars in the Mukden Arsenal, has been ordered to manufacture arms by day and night while the officers of the military reorganisation department of the north-eastern army are working extra hours in the performance of their duties. The attitude of Marshal Chang is reported to be very quiet and respectful on the Chinese political situation, notwithstanding the disturbing conditions in Kiangsu and Anhui provinces. With the exception of a slight fall in the value of the Fengtien bank notes on the money markets, there is no other indication that a big civil war is facing the Fengtien army.

PEKING, October 24th.

The Chinese political situation is changing rapidly. According to latest information, the terms for a peaceful settlement of the general situation are as follows:—

1. The election of Marshal Tuan Chi Jui, the provisional Chief Executive, to the presidential chair.

2. The release of ex-President Tsao Kun.

3. The re-convening of the dissolved parliament for the election of the new President in Peking.

4. Marshal Chang Tso Lin to abandon Kiangsu and Anhui, but both Generals Li Ching Lin and Chang Tsung Chang will be permitted to remain in Chihli and Shantung provinces without alteration.

5. The withdrawal of the Fengtien troops to Manchuria from China Proper. It is stated that Marshal Feng is acting as mediator for the peaceful settlement of the Chihli-Fengtien conflict on the basis of the above-mentioned conditions. It remains to be seen whether Marshal Chang will be satisfied with the terms.

BIG BALANCE IN HAND.

ANNUAL REPORT OF THE HONGKONG BOXING ASSOCIATION.

The following report of the general committee of the Hongkong Boxing Association and statement of accounts, for the year ending June 30th, 1925, will be presented at the annual meeting on Thursday.

The Tournament account shows a profit of \$152.89 and the general account a profit of \$49.19 and the amount now standing to the credit of the Association in the Hongkong and Shanghai Banking Corporation and in the hands of the Hon. Treasurer is \$2,763.42.

During the last season, C.P.O. Cartledge fought "Minty" Smith on two occasions for the Lightweight Championship of the Colony and won on each occasion, thus winning the Lightweight Championship Belt outright. Marine Belts beat Pto. Pooley in the contest for the Welterweight Championship Belt.

The following are the holders of the Association's Belts:—

Heavyweight.—Bdr. Barton, R.G.A. Middleweight.—A.B. Duncan. Welterweight.—Marine Belts. Lightweight.—C.P.O. Cartledge. Featherweight.—A.B. Chadwick.

Under the rules of the Association all the officials (except the President and Vice-Presidents) and the members of the general committee retire at this meeting. Mr. R. M. Dyer and Mr. J. Scott Herston offer themselves for re-election as Chairman and Vice-Chairman of the Association respectively. Mr. J. Brook and Mr. T. G. Bennett offer themselves for re-election as Manager and Hon. Secretary respectively.

Mr. E. F. Hardman of Messrs. Lowe, Bingham & Matthews has very kindly audited the accounts. Mr. John Fleming the Honorary Auditor of the Association being on leave.

SIR PERCIVAL PHILLIPS.

SPECIAL CORRESPONDENT OF "DAILY MAIL" HERE.

From time to time Hongkong has entertained an angel unawares. At the present moment the Colony has a distinguished visitor in the person of Sir Percival Phillips, K.B.E., Special Correspondent of the *Daily Mail*, who arrived on board the s.s. *Santha* on Sunday.

Sir Percival, who was attending the Empire Press Conference in Australia, received instructions, before the completion of the programme, to proceed to China and "cover the situation" for the *Daily Mail*.

Sir Percival is no stranger to the Far East, but in conversation with a *Daily Press* representative yesterday, he acknowledged that the task before him was one of the most complicated yet set him.

In order to cover the ground thoroughly, Sir Percival hopes to visit Canton from here, after which he will go to Shanghai. Thence he proposes taking train to Nanking, where he will join a steamer for Hankow. From the latter port, he will travel by train to Peking. Provided the War Lords of China do not intervene, the return journey will probably be by train via Mukden and possibly other seats of China's rulers.

A DISTINGUISHED CAREER.

Sir Percival Phillips, who was born at Brownsville, P.A., U.S.A., on July 2nd, 1877, is the eldest son of Dr. Hibbard S. Phillips.

From 1893-1901 he was associated with daily newspapers in America.

He was with the Greek Army in the war against Turkey (1897) and covered the Spanish-American War the following year.

From 1901-1922, he was on the staff of the *Daily Express* and acted as that paper's special correspondent in the Russo-Japanese War (1904); Japanese Earthquake (1907); war in the Balkans (1909) and the revolution in Catalonia the same year. He was in Portugal during the revolution in (1910); the Champagne riots, Northern France (1911) and with the Italian expedition in Tripoli (1911).

Then followed a period amid peaceful scenes, during the Coronation Durbar at Delhi and the Imperial tour through India (1911-1912).

In the first Balkan campaign (1912-1913) he was with the Bulgarian General Staff.

At the time of the declaration of war by Germany, in 1914, Sir Percival was in Belgium and he remained with the Belgian field army until the fall of Antwerp. He was one of the first accredited war correspondents with the British Armies on the Western Front (May 1915) and served in this capacity until the Armistice in 1918, with the exception of the revolution in Ireland in 1916 when he was accredited by the War Office. Sir Percival remained attached to the British Army of the Rhine until the conclusion of peace in 1919.

MORE PEACEFUL MISSIONS.

Sir Percival accompanied the Prince of Wales on his Canadian tour in 1919, after which he spent some months on a journalistic mission in Italy, Egypt, Palestine, Constantinople and Greece.

Sir Percival accompanied the Prince of Wales in H.M.S. *Renown* to India and the Far East in 1921-22, which was the last occasion on which he visited Hongkong.

Sir Percival, who is staying at the Hongkong Hotel, has probably seen more fighting, than any living war correspondent, and should the war in the North develop as some people expect, he will have the opportunity of adding yet another experience to a life that has already been one of continued activity and changing scenes.

Sir Percival, who was created a Knight of the British Empire in 1920, is also a Chevalier of the Legion of Honour.

DRIVING WITHOUT A LICENCE.

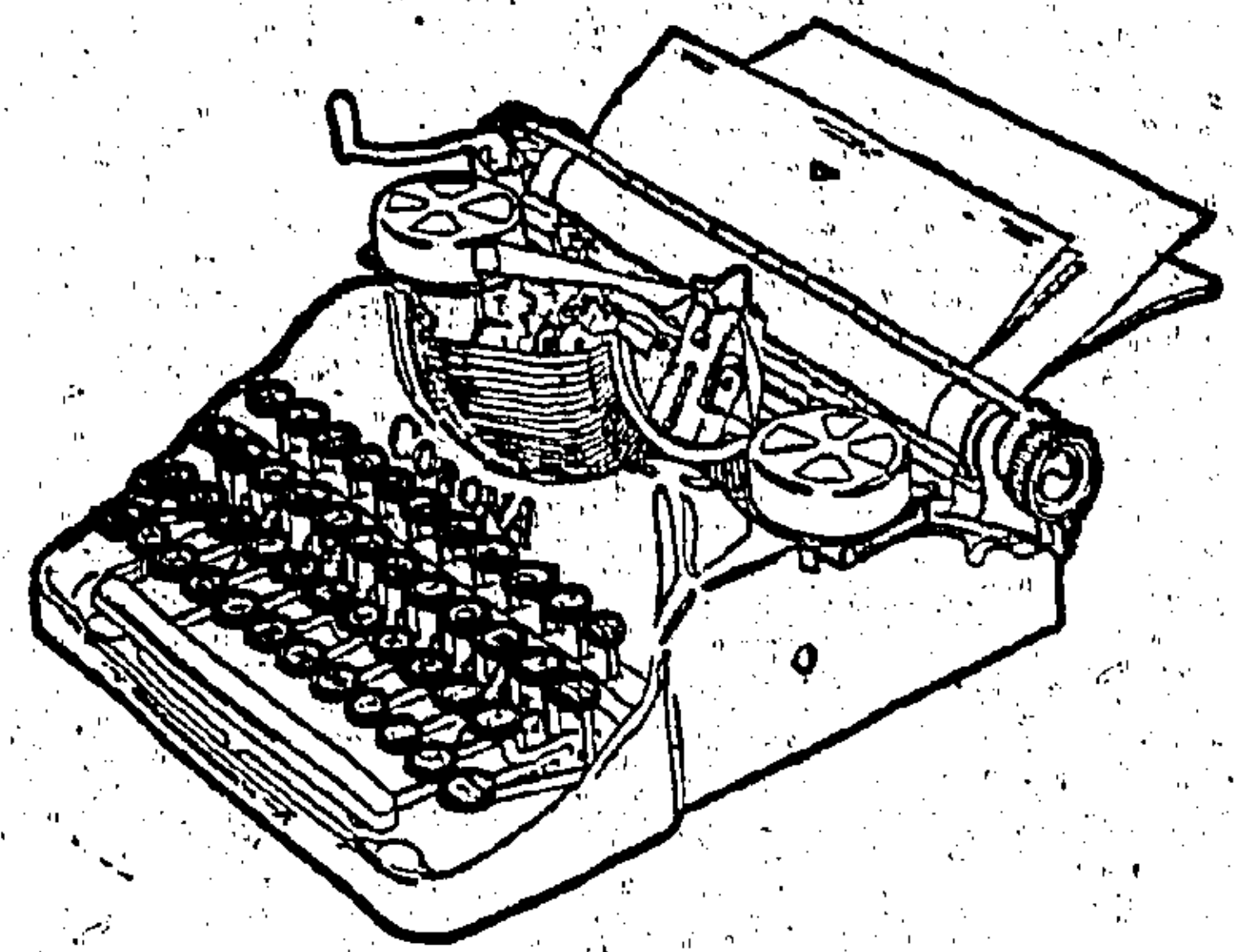
TWO CASES AT THE CENTRAL MAGISTRACY.

At the Central Magistracy before Mr. S. B. B. McElderry yesterday, Cheung Tung, an unemployed Chinese was fined \$50 for driving a car without a licence. Defendant had been before the Magistrate on Saturday, and was fined \$25 for driving a car whilst his licence had been suspended. He was caught driving again on Sunday.

Cheung Hing, driver of a P.W.D. steam lorry, was charged with driving without a licence. It was stated that he was driving in a dangerous manner in Lee Tung Street, and he had no control over his vehicle.

He was fined \$25.

THE NEW CORONA FOUR BANK



THE ARISTOCRAT OF PORTABLE TYPEWRITERS
FOR HOME AND OFFICE.

THERE is only one way really to appreciate what the Corona Four offers you, and that is to sit down in front of it and personally test its speed and wonderfully light, even touch. Try it on stencil cutting and manifolding. See if you can make it "pile" or "double print." Put it through all its paces and satisfy yourself that here at last is a light weight typewriter with all the good points of its heavier brothers.

CALL OR PHONE FOR A FREE DEMONSTRATION.

A complete range of all Typewriter Accessories kept in stock. Repairs to all makes of machines executed under European supervision.

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GREAT REDUCTION SALE

NOW ON.

BUY EARLY AND SAVE YOUR MONEY.

THE WING ON CO., LTD.

COLUMBIA "NEW-PROCESS" GRAND OPERA RECORDS AT ANDERSON'S.

W.M. POWELL, LTD.

SPECIAL OFFER FOR THIS WEEK ONLY.

STRIPED SUITING
At \$1.00 Per Yard.

COLOURS
LIGHT FAWN BROWN STRIPE.

" WHITE "

" PURPLE "

" BLUE "

44 INCHES WIDE

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE SEVENTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, NOVEMBER 7TH, 1925.

The First Race will be Run at 2.15 p.m.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LUNN & DAVIS at \$3 each up to NOVEMBER 6TH (FRIDAY).

The Stewards invite the Ladies of Hongkong to the Present.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF GLASGOW" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 8th November, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 15th Nov. 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown on Friday, where they will be examined on Tuesday or Friday, within the hours of 10.45 a.m. and 4 p.m., within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 2nd November, 1925. [2838]

NOTICE.

PURSUANT to Section 16 of Ordinance No. 1 of 1871, as amended by Section 6 of Ordinance No. 19 of 1913, I, the Underwriter, CHARLES EDWARD LAWRENCE, GRIST, whose place of Residence and Service for the last Twelve Months has been No. 9, QUEEN'S ROAD CENTRAL, Victoria, in the Colony of Hongkong, and who is under Articles of Clerkship to Mr. CHARLES EDWARD LAWRENCE, GRIST, hereby Give Notice that it is My Intention, as the Expiration of One Month from the Date hereof to Apply for My Examination and Admission as a solicitor of this Honourable Court.

Dated this Thirtieth day of October, 1925.

C. E. L. GRIST. [2834]

STRAITS SETTLEMENTS 7 PER CENT. LOAN, 1921-1926.

HOLDERS of BONDS of the above Loan are reminded that their Bonds are Redeemable at Par on 1st MAY, 1926, after which Date all Interest will Cease whether Payment of the Principal has been demanded or not.

It will be necessary for Holders of "REGISTERED BONDS" to surrender them at the TREASURY, SINGAPORE, and at the same time to give a Receipt for the Money Received in Exchange.

Registered Holders Not Resident in Singapore, who have not already made an application with SINGAPORE BANK, can, on application to the COLONIAL TREASURER, SINGAPORE, obtain a Form authorizing some Bank or Person in Singapore, to Receive the Principal on their behalf.

"BEARER BONDS" of the above Loan will be paid for on delivery at the TREASURY, SINGAPORE, after the 1st MAY, 1926.

REGISTERED BONDS may at any time before 1st APRIL, 1926, be Exchanged for BEARER BONDS at the TREASURY, SINGAPORE. A Small Charge is made for the Exchange.

A. M. PONTNEY,

Straits Settlements. [2897]

BY ORDER OF THE FIRST MORTGAGEE.

PUBLIC AUCTION

THE VALUABLE LEASEHOLD PROPERTY

Situated at VICTORIA in the Colony of HONGKONG and known as THE REMAINING PORTION of MARINE LOT No. 135 and INLAND LOT No. 32, Together with the Premises thereon known as No. 314, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

IN ONE LOT BY MESSRS. LAMBERT BROTHERS, Auctioneers.

THEIR SALESHOUSE, No. 5, DUNDRELL STREET, ON MONDAY, THE 16TH DAY OF NOVEMBER, 1925, AT 3 O'CLOCK IN THE AFTERNOON.

For further Particulars, and Conditions of Sale, Apply to—

Messrs. WOO & NASH, Mortgagees' Solicitors, Bank of China Building,

OR TO— MESSRS. LAMBERT BROTHERS, The Auctioneers, No. 5, Dundrell Street.

Dated Hongkong, 27th October, 1925. [2817]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING LOTS, ESTATES negotiated for Rent, Auction, or Private Sale. Management arranged for Clients Proceeding Abroad. Telephone 6. 465. SMALL INVESTORS, 10 Des Voeux Road.

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on TUESDAY, NOVEMBER 3RD, 1925, at 5.30 P.M., in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX.

By Order,
H. GREENWOOD,
Acting Secretary.

THE HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the SIXTH ANNUAL GENERAL MEETING of the HONGKONG BOXING ASSOCIATION will be held at Messrs. JARDINE, MATHESON & Co., Ltd.'s Board Room on THURSDAY, the 5TH DAY of NOVEMBER, 1925, at 5.15 P.M. for the following purposes:—

1.—To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of June, 1925.

2.—To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1925-1926.

By Order of the General Committee,
T. G. BENNETT,
Hon. Secretary and Treasurer.
Hongkong, 31st October, 1925. [2833]

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

WITH reference to the Notice to the Shareholders of this Company dated 18th SEPTEMBER, 1925, whereby the Final Call of \$1.00 per share on the New Shares was made payable on 3rd NOVEMBER, 1925, instead of 1st OCTOBER, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further Extend the Time for Payment of this Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the Final Call is POSTPONED to 4th JANUARY, 1926, and that the Form of Bankers' Receipts already sent to Shareholders can be used as though the Date named therein were the 1st FEBRUARY, 1926.

For THE CHINA LIGHT & POWER CO., (1918), SHEWAN, TOMES & CO., General Managers.
Hongkong, 28th October, 1925. [2832]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

WITH reference to the Notice to the Shareholders of this Company dated 23rd JULY, 1925, whereby the Final Call of \$5.00 per share of the New Shares was made payable on 2nd NOVEMBER, 1925, instead of 1st OCTOBER, 1925, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further Extend the Time for this Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the Final Call is POST ONED to 1st FEBRUARY, 1926, and that the Form of Bankers' Receipts already sent to Shareholders can be used as though the Date named therein were the 1st FEBRUARY, 1926.

For THE HONG KONG ROPE MANUFACTURING CO., LTD., SHEWAN, TOMES & CO., General Managers.
Hongkong, 26th October, 1925. [2833]

WANTED.

WILL Those who have a FURNISHED HOUSE or APARTMENT TO LET on JANUARY 1st, 1926, kindly Send Full Particulars to Box No. 2802, c/o Hongkong Daily Press.

Accommodation is Required by a Family of Four—Not a Mess—and Owners need have no fear of damage to their Property during Tenancy.

Rental in Advance, if desired. Long or Short Term Lease Immateral. Not particularly interested in Kowloon.

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCIS BUILDING" ex "VICTORIA BUILDING," No. 6, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MESSAGERS BANK).

Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2607]

TO LET.

COMMUNICIOUS PREMISES on GROUND FLOOR, 16A, DES VOEUX ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—

THE MANAGER,
HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDING (Basement). Apply—

SECRETARY,
A. S. WATSON & Co., Ltd. [2632]

PREPAID "WANTED" ADVERTISEMENTS

TO LET—Well Lighted and Spacious Offices, on First and Third Floors of STEPHENS BUILDING Centrally Situated. Very Modern. Rents Apply—DEACONS, Prince's Building. [133]

WANTED by a British firm CHINESE with Advertising Knowledge. Must also be Quick and Accurate Translator. Box 133, c/o Hongkong Daily Press. [123]

INTIMATIONS

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KALYAN."

ARRIVED HONGKONG, on 1st Nov. 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DONOVAN at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st Nov. 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.
Hongkong, 31st October, 1925. [2836]

S.S. "DOCTEUR PIERRE BENOIT."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBOROUGH and LONDON.

In connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before 12 Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Wednesday, the 4th November, 1925, at 10 a.m., will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 7th November 1925, or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 4th November, 1925, at 10 a.m., by Messrs. GODDARD & DONOVAN.

No Fire Insurance has been effected.

E. BODENFUSSE, Agent.
Hongkong, 29th October, 1925. [2831]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF BARODA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 4th November, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 11th November, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 30th October, 1925. [2833]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "GOTHIC PRINCE" Having arrived from the above Port on 30th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on Friday, 8th Nov., 1925 at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 6th November, 1925 will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

FOURTEEN (FAR EAST), LTD., 2nd Floor, King's Building, Cornhill Road, Hongkong. Telephone No. 3168.
Hongkong, 20th October, 1925. [2835]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on First Floor. Apply—

UNION INSURANCE SOCIETY OF CANTON, LTD. [3173]

INTIMATION

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED

ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841

there are solid difficulties which it would be idle to ignore; and one of the foremost is tariffs. It may be doubted whether the abolition of all fiscal barriers would prove practicable at this time of day, chiefly because the Dominions show an unmistakable tendency to build up their young industries behind tariffs and thereby render them self-supporting as possible. They are quite within their rights to make whatever arrangements they consider desirable having regard to their particular circumstances. But there is the fact, and it cannot be denied, that the policy is not helpful in the case of inter-Empire trade. It finds expression in the imposition of tariffs upon British goods, and, although the tariffs are lower than those imposed upon foreign manufactured articles, they are sufficient to place a severe handicap upon the efforts of British firms to sell British goods in the overseas lands.

We have alluded to the plea advanced by Mr. MACKENZIE KING to the people of Canada. It was a fine gesture which is duly appreciated in Great Britain. On the other hand, we have an apparent disregard of British manufacturers' interests by Australians, and this cannot be over-looked in any considered reference to the subject of trade within the Empire. For instance, on September 3rd, Australia, without any warning, introduced approximately 142 new items and sub-items in her Customs Tariff. These items may be described as new, but in point of fact only a few are actually new, the main proportion being alterations of existing items. The Australian point of view is that in practically every case the British manufacturer is given a preference over the foreigner. Although that is true it does not affect the position in which a very large number of manufacturers find themselves. Subsequent to the issue of these various altered items buyers in Australia and merchant houses both there and in England cancelled orders right and left. Many of these orders had required special working up and are now left on the hands of the manufacturers. Other orders having been executed were on the sea on September 3rd. The price of such goods was fixed after considering duty on the level at which it stood when the order was placed; but owing to the sudden alteration of the tariff the entire costings in such cases were thrown to the winds. Even harder cases might be cited, and these generally deal with engineering products. To explain to an engineering firm in such a position that although the duty on British goods has been raised the duty on foreign engineering goods of a similar nature has been also raised in proportion, does not help matters in the least.

Of course, it is fully recognised that the various Dominions are entitled to alter their tariffs and are equally within their rights in giving no warning of their intention to do so, whether the items altered be two or two hundred. A close study, however, of the tariffs of the various Dominions during the last two or three years will convince any observer of the extraordinary difficulties which British manufacturers have to face. A criticism often levelled against a British manufacturer is that he does not like to quote firm prices ahead, whereas certain foreign competitors appear to do so more readily. The British manufacturers' difficulties in this respect are acutely accentuated by the fact that when executing an order for the Dominions he cannot be certain until the goods have actually arrived and the duty has been paid that a lightning change will not be made. If, when securing contracts, he was in a position to foresee an enormous profit, changes in tariffs might be stood with equanimity, but when he is quoting prices which in the large majority of cases yield him little or no profit and are only quoted to keep his hands employed, such an additional obstacle is of the very greatest importance. It is not surprising to learn that instances of tariff-mongering like those we have indicated are resented by home manufacturers. The practice is not helpful, to say the least, when it comes to the practical question of promoting Empire trade. The British Government are anxious to convince the public at home that it is a patriotic duty to accord preference to Dominion products; but it seems only fair that Great Britain should receive advantages in return for those she confers.

DEATH.

The Mohammedan Community in Hongkong regret to learn of the death, which took place at Bombay on the 31st October, of Mr. AHMEDHAY CURRAMHAY, a son of the late Sir CURRAMHAY EMBARIM, Bart, at the age of 40 years. The usual ceremony due to a deceased Muslim was duly carried out in the Mosque in this Colony, and a telegram of condolence from the Mohammedan Community was sent to the relatives of the deceased.

WEDDING ANNOUNCEMENT.

The marriage arranged between Mr. ANDREW NICOL and Miss ANNA S. FRASER will take place at the Peak Church at 2.45 p.m. on Thursday, November 5th. No invitations will be issued, but friends will be welcomed at the Church and to a reception afterwards at 174, The Peak.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

KHYBER PASS RAILWAY.
MONUMENT IN INDIA TO BRITISH GENIUS.

JOURN. November 2nd.

In the presence of a representative gathering from all India, Sir Charles Innes, on behalf of the Viceroy, opened the new railway through the Khyber pass, which Sir Charles in his speech described as the historical great Northern gate of India and one of the famous highways of the world.

He said the railway was another enduring monument in India to the genius of British engineering, which had opened the pass as it had never been opened before. The result would be that trade would be developed and another link in the chain of friendship and peace forged. He hoped India and Afghanistan would be drawn closer in bonds to their mutual advantage and neighbourly friendship.

FRENCH DEBT TO U.S.

FRESH NEGOTIATIONS TO REACH AGREEMENT NOW PROBABLE.

PARIS, November 2nd.

Le Matin learns that the American Ambassador had two long conversations during the week-end with M. Briand and M. Painlevé successively in regard to the French debt to America, in which it was agreed that it would be advantageous to resume negotiations for a settlement as soon as possible.

Le Matin believes that these negotiations will not take into account the temporary agreement reached by M. Chailaux, but will make a fresh attempt to come to a final settlement.

[THROUGH HAVAS AGENCY.]

FURTHER DETAILS.

PARIS, November 2nd.

According to *Le Matin*, the recent conversations, which the American Ambassador had with M. Painlevé and M. Briand, bore on the question of the settlement of the French debt to America. Each side realized it was to its interest to resume negotiations at the earliest possible time.

The new negotiations will not be based on America's last proposals, but will aim at reaching a final agreement, whereby France's annuities will be arranged on a new scale.

Le Journal understands that Senator Berenger may be sent to the United States on a special mission in order to continue and conclude negotiations.

[THROUGH REUTER'S AGENCY.]

THE SHAH OF PERSIA.

ACTUALLY HAS BEEN IN EXILE FOR TWO YEARS.

LONDON, November 2nd.

The deposed Shah of Persia, who has been in South Europe for two years, ostensibly for reasons of health, has really been in exile as the result of intrigues against the throne.

Riza Kham, an ex-Cossack private, who rose to a colonelcy, headed a Cossack coup d'état in February, 1921 which overthrew the Government. Later he dominated politics being Minister of War in four successive Cabinets. Eventually he became Premier in October 1923, when only the opposition of the Shah and the clergy prevented him from establishing a republic. The Shah then left for Europe.

[EARLIER CABLES.]

AUSTRALIAN SEAMEN.

TENSION AT BOWEN IS BECOMING WORSE.

BRISBANE, November 1st.

The tension at Bowen has become far worse. The telegraph service is interrupted. If the waterside workers and strikers adopt a belligerent attitude, a conflict is possible.

[An earlier message from Brisbane stated:—Large organised parties of farmers are arriving at Bowen to load idle ships. They declare they are ready for any emergency. Extremists at Bowen are resorting to sabotage and emptied coal trucks to prevent the farmers carrying out their plans.]

NEW LAW IN EGYPT.

MINISTER OF INTERIOR GIVES EXPLANATION.

CAIRO, November 1st.

Hilmy Pasha Issa, the Minister of the Interior, has stated that the object of the new political organisations law was to safeguard public security, to eliminate harmful societies, and to organise the political life of the country. There was no intention whatever to interfere with the rightful liberty of the people. All must obey the law, but requests for delay with regard to complying with it will be generously considered.

ELECTIONS IN CANADA.

STALEMATE IS EXPECTED ON TARIFF ISSUE.

OTTAWA, November 1st.

As a result of the election the final state of the parties is likely to be:—118 Conservatives, 103 Liberals, 22 Progressives, 2 Labour, and 2 Independents. It is now certain that Mr. Meighen will be unable to form a Government with a clear majority in the Commons on the main issue of the tariff. Probably the Prime Minister, Mr. Mackenzie King, will await the possible defeat of Parliament, and then resign and recommend new elections to clear up the stalemate.

FRENCH IN SYRIA.

TROOPS FOR THE LEVANT.

PARIS, November 1st.

According to *Le Journal*, besides two cavalry regiments eight more battalions of infantry, including two from Morocco, are being despatched to Syria, making the strength of the French army in the Levant up to five regiments of cavalry and thirty infantry battalions.

MAJOR DI PINEDO.

KARACHI, November 2nd.

Major the Marquis di Pinedo arrived here last night. He left this morning en route for Bunderabha.

LATER.

Major di Pinedo has arrived at Bunderabha.

[REUTER'S AMERICAN SERVICE.]

ITALIAN DELEGATES IN U.S.

UNUSUAL PRECAUTIONS TAKEN TO PROTECT THEM.

NEW YORK, November 1st.

Unusual precautions were taken on the arrival of the Italian Debt Funding Commission, the guard including Federal secret service men, besides the ordinary police. Two thousand anti-Fascists were left waiting on the pier, while the envoys were secretly trans-shipped at the quarantine anchorage and landed elsewhere. They were then rushed to the station and put on board a special train for Washington.

TOLL OF THE R.A.F.

THE DANGER PERIOD AFTER TRAINING.

The air correspondent of the *Daily Mail* wrote in the issue of that paper for September 19th:

Is our toll of the air in peace time becoming too heavy?

Should not the problem of R.A.F. accidents be probed immediately before the number of crashes reaches still greater proportions?

These questions were being discussed in air circles yesterday. Within the last four weeks eight lives have been lost in R.A.F. crashes, and the view is expressed that the knowledge and experience of those outside officialdom, as well as those of Government experts, should now be drawn upon.

With the increase in the number of our air squadrons, under the new defence scheme, much more flying is being done than was the case last year, and risks have to be faced by R.A.F. pilots which are not run on commercial airlines.

Evolution must be carried out during peace, in new and secret tactics. Our defensive fighters must accustom themselves to engaging big bombing planes. Five or six must be fought in the air, the machine guns exposing tell-tale flames instead of firing bullets. Specialists in planes must be flown which require immense skill and nerve in their handling.

Accidents must happen. We must be prepared to pay the price, but we should lose as few as possible of these precious lives.

All statistics show one significant fact. The majority of crashes, which are due to errors of judgment, come soon after a new pilot has passed through his period of training. A sudden confidence is acquired, but it is not reinforced by experience. It is this clearly indicated danger period during a pilot's career which is now engaging special attention.

WAR CLOUDS IN CHINA.

CONFLICTING STORIES REGARDING YUEH WEI CHUN.

HAICHOW IN FENGTIEN HANDS.

[THROUGH REUTER'S AGENCY.]

PEKING, November 2nd.

A message from Hankow states that Yueh Wei Chun has signed an alliance with Wu Pei Fu and ordered his troops to advance against Fengtien at 8 a.m. yesterday.

On the other hand, a telegram from Tsianfu states that a complete understanding has been reached between Yueh Wei Chun and Chang Tsung Chang, by a mutual promise not to infringe each other's territory and by Yueh Wei Chun promising not to allow Hupeh troops to enter Honan.

The Fengtien troops, who were disarmed in the vicinity of Shanghai, are reported to be arriving at Tsianfu, whence they are proceeding to Tsianfu.

The Fengtien authorities now state that the troops which left Tsingtao for Haichow did not attack Haichow, but went on elsewhere. Haichow being captured by Chang Tsung Chang's troops from Hsuehchowfu, who advanced by train and armoured cars on October 27th.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

GOLF CHAMPIONSHIP.

TIE FOR CHINA TITLE BETWEEN FERRIER AND BUDD.

SHANGHAI, November 2nd.

Both aggregating 305. Mr. J. B. Ferrier, last year's champion, and Mr. M. W. Budd, played a tie in the Amateur Golf Championship of China over seventy-two holes on Saturday and Sunday.

At the end of the first thirty-six holes the field by seven strokes having scored 75 and 74 for a total of 149. Budd was lying fourth with 83 and 77. On Sunday morning, both Ferrier and Budd played magnificent golf each doing 73, but in the afternoon Ferrier went to pieces taking 83, while Budd returned a splendid 72.

A decider of eighteen holes is to be played to-morrow.

Both players are Shanghai men and were in Hongkong for the last Interport.

[REUTER'S AMERICAN SERVICE.]

THE RUBBER SITUATION.

MR. HOOVER IN CRITICISM OF CONTROLLERS IN EAST.

NEW YORK, November 1st.

Speaking on the rubber situation, Mr. Hoover said that up to eight months ago the controllers of East India rubber uniformly declared that the industry sought only 30 or 35 cents per pound. "Our investigation has shown that they earned 25 per cent. upon their invested capital at that price, yet today rubber is over a dollar per pound. Production was still restricted and now it was said that they must recoup growers for previous losses."

IDEAL HUSBANDS.

U.S. COLLEGE GIRLS' DEFINITIONS.

NEW YORK.

What type of husband does a woman of education desire?

This questionnaire, addressed to girl students of Middle Western universities by the Kansas State Agricultural College, has elicited some curious replies.

Physical and mental fitness is emphasized by all the girls as indispensable. No fewer than 65 per cent. of the girls declare that the husband of their choice should be "a cave-manish but in a refined way."

A still greater percentage prefer "non-potters," as husbands. Twenty-eight per cent. vote for "just normal men," and 7 per cent. for men of "the Sheik type."

Strict temperance and obedience to Prohibition laws are demanded by 85 per cent., and 40 per cent. place tobacco in their list of taboos.

As regards money the girls are moderate. Half of them declare their willingness to begin married life on \$200 a year, while 20 per cent. think \$1,000 should be the minimum.

SHANGHAI RACES.

WARRENFIELD WINS ST. LEGER FOR MR. MORRIS.

FIRST DAY'S RESULTS.

The Autumn race-meeting, held under the auspices of the Shanghai Race Club, commenced yesterday and will be continued to-day and to-morrow, with an off-day on Saturday.

The chief event, yesterday, was the St. Leger, in which Warrenfield carried Mr. Heard to victory in the colours of Mr. Henry Morris.

Local interest was upheld by Bill Brewer and Booran.

Racing details follow:—
I.—SUBSCRIPTION STAKES (6 F.):
Mr. Purcell's Caragh (Mr. Heinzelberg) 1
Mr. Mogre's Home Leave (Mr. Bucknely) 2
Messrs. Woods and Fisher's Lotto (Mr. Maitland) 3

Time: 1min. 34.2-seconds.
II.—THE MALLOO PLATS (4 F.):
Mr. Day's Duke of Portland (Mr. A. N. Dallas) 1
Mr. Robson's The Innocent Bird (Mr. Brand) 2
Mr. B. D. F. Beith's Booran (Mr. Maitland) 3

Time: 55secs.
III.—CATERPILLAR STAKES (1 M.):
Mr. Day's New Zealand (Mr. Dallas) 1
Mr. Harry White's Don Alphonso (Mr. Springfield) 2
Messrs. Winsome and Hasty's Roman Oriole (Mr. McBain) 3

Time: 2min. 05secs.
IV.—THE MAIDEN STAKES (6 F.):
Messrs. Winsome and Hasty's The Mallard (Mr. McBain) 1
Mr. Omekrik's Astrup (Mr. Moller) 2
Mr. F.M.S.'s Kuala Lumpur (Mr. O'Brien) 3

Time: 1min. 33secs.
V.—THE WHANGPOO STAKES (1 M.):
Messrs. Beith and Pearce's Bill Brewer (Mr. Heard) 1
Mr. MacKillop's Laleham (Mr. Moon) 2
Mr. Dice's Craps (Mr. Bucknely) 3

Time: 2min. 48.2-seconds.
VI.—THE FAH WAH STAKES (1 M.):
Mr. Day's Bonnie Scotland (Mr. Dallas) 1
Mr. Campox's Old Bill (Mr. Brand) 2
Mr. Allan's Florida (Mr. Springfield) 3

Time: 3min. 15.2-seconds.
VII.—SHANGHAI ST. LEGER (1 M.):
Mr. Henry Morris's Warrenfield (Mr. Heard) 1
Mr. Liddell's Wheatcroft (Mr. Bremner) 2
Mr. Day's Greenland (Mr. Dallas) 3

Time: 4min. 44.2-seconds.
VIII.—EXCESS STAKES (1 M.):
Mr. C. R. Burkill's Bribery (Mr. Burkill) 1
Messrs. Fay and Seth's Christmas Eve (Mr. Heard) 2
Mr. Kenjoy's Rock Flint (Mr. Brand) 3

Time: 2mins. 48secs.
IX.—THE ARTURN CUP (1 M.):
Messrs. G. C. Purdie and A. R. T. Finck's Cour de Leon (Mr. Brand) 1
Mr. We Two's Young Bill (Mr. Burkill) 2
Mr. Liddell's Young Grey (Mr. Bremner) 3

Time: 5mins. 33.2-seconds.
X.—THE KALGAN PLATE (1 M.):
Messrs. M. and L.G.W.'s Western Moor (Mr. Maitland) 1
Mr. Powhattan's Snake (Mr. Springfield) 2
Messrs. V. and D. McBain's Indecision (Mr. Burkill) 3

Time: 2mins. 09.1-seconds.
XI.—THE URA CUP (1 M.):
Mr. Allan's The Bright Spot (Mr. Moller) 1
Misses V. and D. M. McBain's Grey Duck (Mr. McBain) 2
Messrs. Hoyt and Springfield's Mad Hatter (Mr. Springfield) 3

Time: 3mins. 05.2-seconds.

TALLEST SKYSCRAPER.

SIXTY-FIVE STOREYS AND 5,500 ROOMS.

A Babylonian building, to express a Christian ideal, is the description of the latest skyscraper proposed for New York. Oscar Konkle was a New York builder with a passion for foreign missions in 1913 when his son fell ill. He decided to devote himself to supporting missions if the boy recovered. The deal, as they say in America, went through. The boy recovered, and is now at college studying to equip himself as a medical missionary, and when he leaves college will form one of the staff at a missionary base on Lake Victoria Nyanza.

His father, in the meantime, has become head of a firm which builds and rents large blocks of flats. His new hotel, for which he has only just found a plot of land big enough, will have 12 hanging gardens covering the "setbacks" now demanded in planning skyscrapers.

Ten per cent. of the profits will be devoted to missionary work, in fulfilment of Mr. Konkle's vow. Residents will have to agree to forgo tobacco and alcohol on the premises. Sunday newspapers will be discouraged, but nothing is said about profane language if the service does not come up to promise.

The building is to have 65 storeys, 5,500 rooms and will be 800 feet high, thus beating the Woolworth building—at present the highest in America—by eight feet. It is also to be on Broadway, but 21-122nd Street, far above the limits yet reached by skyscrapers.

It will contain an inter-denominational church meeting house, a missionaries' bank, with clearing facilities in all parts of the world. The top floor will be used as a hospital.

The building, apart from the land, will cost 14,000,000 dollars, and the realization of this magnificent dream only depends on Mr. Konkle's ability to dispose of 13,000,000 dollars worth of stock, most of which is preferred, at eight per cent.

THE SEAMY SIDE.

TALES TOLD TO THE MAGISTRATE.

NEW HOPE FOR BROKEN EX-OFFICER.

[BY R. E. CORDER.]

Novelists in search of a character would find a profitable study in the temperament and career of Captain Cyril Royston, charged at Marylebone Police Court recently with attempting to commit suicide.

Down and out, he sought escape from this world through the door of a gas oven; then, literally snatched from death, he tried to end his life with a dagger, and when his stroke missed his heart muttered, "A—bad shot!"

A pleasant-looking young man in the early thirties, son of a general, public-school boy, heir to a fortune, and a gallant officer—a man who never lied and never sponged—when he entered the dock dressed in a neat navy-blue suit he seemed at first glimpse a typical example of a well-bred young Englishman with "Army" stamped all over him.

But a closer examination revealed something missing—or, rather, something added. Over the clear-cut characters of a rigid code had been scrawled the wavering lines of weak purpose, which, while they could not entirely obscure the early impression, were sufficiently clear to explain a human paradox.

Two interesting theories were submitted to account for this combination of strength and weakness. Inspector Rosier put it down to the influence of environment, and his theory recalled the plot of "White Cargo," the play that shows the evil effects of a tropical climate on a white man's creed and code.

After paying a tribute to Captain Royston's splendid military career, which included service with the Queen's Own Royal West Kent Regiment, the Bengal Lancers, and the Royal Flying Corps, and embraced stirring adventures with the Bolsheviks in Eastern Persia, the inspector related how the young officer had lost £500 in a business venture, and, failing to get employment even at the docks, had drunk the weeds of poverty.

He was always straight in his dealings, driven to short commons he took to excessive drinking. Scotch whisky was his weakness—a habit he contracted in the tropics and was unable to throw off.

Captain Royston's solicitor had another theory to explain a brave man's weakness—that Captain Royston suffered from an excess of altruism.

"Always I have found him to be truthful, honest, and independent," said the solicitor. "I suggest that his surroundings in early youth developed an unusual instinct for self-sacrifice. As a King's cadet he cultivated the creed that he must suffer for the sake of people in need, and that was why he thought his death would benefit his young wife."

"It was a foolish act, but not the act of a coward; it was an act of misplaced courage, based on false logic."

Whether the lapse was due to physical indulgence or psychological influence, Captain Royston promised that it would not occur again. His solicitor explained that a rich and benevolent man had undertaken to send the young officer to a home where for three months he could rest and regain his self-respect, and afterwards begin a new life.

Mr. Wilberforce, like all the metropolitan magistrates, is an adept at cross-examination, as Helen Baker found to her embarrassment.

The trouble was all about a ring, a common sort of ring set with opals and chipped diamonds which Mrs. Leek placed in a purse under her pillow on Saturday following last Christmas Day.

Following a grammophone selection, the ring and other jewellery disappeared, together with Helen Baker and a man friend. Mrs. Leek reported the robbery and forgot all about it, but not so the police.

Details of that £2 ring remained fixed in the memory of a young detective, who last month located it in the shop of a pawnbroker in Caledonian-road, and the pawnbroker said it had been pawned for 12s. by Helen Baker, who was a regular customer.

Helen Baker declared that the ring had been given to her by a man, but under the magistrate's cross-examination she could not remember the name of the man nor that of the hotel where the ring was presented, nor why she did not wear it when Mrs. Leek was present.

As the ring was of such a sort that it could not be distinguished from others, even by the pawnbroker, Helen Baker received the benefit of the doubt.

"But what about the ring?" asked the persevering detective.

"Leave it with the pawnbroker," suggested Mr. Wilberforce.

A stalwart man wearing a sweater and a knowing look faced his wife, a cripple, who hobbled into the witness-box on crutches.

"He owes me £3 14s.," said the wife.

"Excuse me, £7 14s.," corrected the husband.

"That's right—I have £1 of his in my pocket," announced the warrant officer.

"When will you pay?" demanded the clerk.

"Well, it's like this," declared the husband, pulling down his sweater. "I got my living by racing, and the weather was been against me, and I can't keep up my payments when the crowd are thin."

(Continued on next column.)

R33'S SECRET.

ABLE TO CARRY AND RELEASE AEROPLANE.

IMPORTANT RESULTS OF TEST FLIGHT.

PULHAM, Norfolk, October 6th.

New fame is likely to come to the R33—which landed at noon to-day after a successful 10-hour cruise over London and the east coast—from a device that will allow it to carry, release, and re-hook an aeroplane in the air.

Experiments are to be made with the aeroplane on a future flight of the R33.

Kept secret by the staff of the airship station, it was seen to-day to be in position below the hull between the control cabin.

Here two steel rods project downwards, and it is on to a horizontal metal bar which can be lowered between the rods that the R33's "Gnat" will clip itself.

The tiny aeroplane, a single-seater monoplane capable of flying 80 miles an hour has lain in the shed for some weeks beside the great sides of the R33.

CLIP WORKED BY PILOT.

It has a strong clip operated from above the pilot's seat. When it is to be picked up by the airship in the air it will wait until its plane is the same as that of the airship, and then manoeuvre itself directly underneath the clipping bar.

There are many possibilities if these experiments are as successful as similar ones have been in the United States.

In war one or more of these attached aeroplanes could be released from the airship to attack enemy machines and thus help to protect the airship. On the trade routes they could be released above minor towns just as an express train "dips" separate coaches to avoid too many stops.

From her latest flight—the first since her nose was smashed in during a terrific fight against a gale over the North Sea—last April—the R33 returned again partially crippled. Trouble developed in the gear-box on her rear engine, which thus became useless. She was, however, in perfect control throughout the flight.

SPLENDID LANDING.

After a splendid landing, assisted by 150 volunteers from the countryside round about, she was hauled into her shed to have the fault repaired.

This afternoon the work was already partly completed.

The officers of the station speak with enthusiasm of the flight. All the desired tests were made successfully, hence much information will be available for the design of Britain's giant new airships.

For about 10 hours the airship flew backwards and forwards between Clacton and Margate, covering about 700 miles and averaging a speed of 34½ miles an hour. The results recorded by the pressure gauges on the hull when the airship was turned sharply at varying speeds will be of great value.

Though she passed over London about 9 o'clock this morning, nothing was seen of the city by the crew owing to the fog.

THE LOG.

Appended is the log of the R33 during her flight.

5.6 p.m. (Monday).—Left landing ground. 5.50 p.m.—Over Lowestoft. About to cross coast.

8.21 p.m.—Over Clacton, getting ready for turning trials. Everything O.K.

10.04 p.m.—Turning circles between Clacton and Margate.

11.00 a.m. (Tuesday).—Over Maplin Sands.

11.25 a.m.—Over North Foreland.

6.42 a.m.—Over Southend.

6.29 a.m.—Proceeding over London.

10 a.m.—Ten miles west of Chelmsford, returning to base.

11.45 a.m.—Over Pulham.

12.25 p.m.—Landing party secure ropes.

12.28 p.m.—Housed.

The Air Ministry regard the tests as satisfactorily completed.—*Daily Mail*.

Adding up the arrears, the clerk murmured, "£7 14s. and the pound in the warrant officer's pocket, and he promises to pay the balance in a month if it keeps fine."

"He always pays when an order is made against him," said the warrant officer, producing the £1 note.

"An order is made," decided Mr. Wilberforce.

"I had a chair," announced a white-haired man casually.

"Really?" remarked Mr. Wilberforce politely.

"It was worth £4," continued the man reflectively.

"Indeed," said Mr. Wilberforce encouragingly.

"Yes, and now it's gone," complained the old man.



"Smoking too much?"

"In both acute and chronic pharyngitis, (Inflamed Throat) induced by abuse of tobacco, Formamint Tablets have proved particularly efficacious"

—writes MEDICAL PRESS.

Sucking these palatable, harmless tablets renders the whole mouth and throat germicidal and scientifically clean.

Get a bottle of Formamint to-day—it conquers Sore Throat and protects against such infectious diseases as

TONSILLITIS, MEASLES, DIPHTHERIA, WHOOPING COUGH, etc.

FORMAMINT

The Germ-Killing Throat Tablet

TOP NOTCH

"King George IV" WHISKY

The "TopNotch" of Scotch is reached in "King George IV."

Sole Agents:

GANDE, PRICE & Co., Ltd., HONG KONG.

S.S. "ANGERS."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR-
SEILLES & Co., also cargo from La
Pallice, Cognac & Co. s.s. "CHER MECA-
NIQUE MAILHOL."

In connection with above Steamer are hereby
informed that their Goods with the exception of
Opium, Treasures and Valuables are being landed
and stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., Kowloon, whence Delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 12 Noon To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Tuesday, the 3rd November 1925 at Noon, will
be subject to Bent and Landing Charges.

All Claims must be sent in to me on or before
Friday, the 6th November or they will not
be recognized.

All damaged Packages will be examined on
Tuesday, the 3rd November, 1925 at 10 a.m.
by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

R. BODENFUEBER,
Agent.

Hongkong, 28th October, 1925. [2519]

To the Publisher

"HONGKONG WEEKLY
PRESS"

11, QUEEN ROAD, HONGKONG.

Please send me the
"HONGKONG WEEKLY PRESS."

from.....1925, to.....

addressed as follows:

HOTEL PLAZA SHANGHAI.

Absolutely Fireproof

A Residence Hotel of the
better class, catering to
a discriminating public.

Perfect service and every
convenience known to the
highest-class Hotels.

Every room is a
cool outside room,
with private bath and
modern plumbing.

TARIFF:

AMERICAN PLAN

Single Mex. \$ 7.00 to \$10.00

Double \$12.00 to \$18.00

Monthly Rate from \$160.00 up

Excellent Grill and Ball Room
in connection with the Hotel.

Personally managed by
JACQUES KLASS.

TELEGRAMS "PLAZA" SHANGHAI.

PLAZA Porters meet all
Steamers and Trains.

THERE'S A
LONG LONG TRAIL
of
Bugs, Fleas,
Flies, Beetles,
Mosquitoes,
etc.,
all killed by
KEATING'S
BRITISH MADE

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAUSAY.]

Paris, September 28th.

To suit the changeable weather which the Clerk has been inflicting on us of late, umbrella makers have created models which can adapt themselves to any weather or any social emergency. Instead of being in solid black that only really looks well when the sun is pouring down, the new models are in lighter, raven blue, deep green, fuschia and beige shades in silk, of course. Some have borders of discreet plaid and striped patterns, others have just plain borders of self colour. Some makers cling to the old long, slim shapes, others believe so firmly that the short Tom Thumb variety has come to stay, that they are making models that are shorter than ever, many being no longer than eighteen inches from the tip of the ferrule to the handle. These come under the headings of what the French aptly call "En tout cas," as they are equally suitable for warding off the sun as for shielding one's hat from the rain. They are so unobtrusive to carry that one does not mind tucking one under the arm along with the new "envelope-pouch" purse. Handles are elaborate affairs of silver, ivory, tortoise-shell or carved wood. A new note being that the ferrule which caps the stubby point must be of the same composition as the handle. As this is never likely, on account of the shortness of length of the umbrella, to be scraped along the ground, compositions of the utmost fragility can be used without fear.

TRAVELLING TRUNKS.

"By their trunks shall they be known" is a wise adage for the expectant traveller to remember. And how nice it is to be known as the lovely cream-coloured pig-skin type of traveller. A complete array of luggage which I saw in a smart leather shop the other day showed trunks and bags of every size from the monumental wardrobe trunk down to a large crushable type of thing for soiled clothes. For the student or writer, there was an adorable low square trunk fitted with book-shelves and files and desk-like pigeon-holes. For the company director or steel magnate there was a huge "business" trunk with fittings for everything but a live secretary in it—typewriter, indexes, files, a most awe-inspiring array. Flat squarish suitcases are the latest shape whilst hand-bags are inclined to pouch rather than to flat effects. But all, all are of pigskin.

STOCKINGS.

The plaid effect which has been introduced into dresses this season is now finding its way into stockings, and numbers of the latest models show plaid and stripe effects, carried out, of course, in subdued tones of beige, grey, white and brown. When the plaid effect is applied to thin silk mesh stockings, iridescent colouring is the result and it is most original and attractive. Except for these novelties, stockings continue to be the flimsy gauze things we have known them for long past, and the favourite shade, that have been brought out. For day wear, open work or embroidered clox are the only ornament allowed; for evening wear, medallions of exquisite lace are let into the front of the stocking just over the instep, or, in the case of very elaborate hose, clox made of brilliant stitched on.

ANKLET STRAP.

The anklet strap is among the novelties of the day. This consists in a narrow strip of hand painted or embroidered ribbon worn round the ankle and caught together with a tiny strip of elastic so that it slips on and clings tightly to the shape of the ankle. The anklet of precious metals and gems was considered too theatrical for popular taste, so this new and comparatively simple version has been introduced to take the place of the more costly bauble. It yet remains to be seen whether it will become popular.

ATTRACTIVE SHOES.

Shoes for tiny tots are every bit as decorative and attractive as those which grown-ups are having designed for them. Instead of being in ordinary black or tan leather, they are now being made in jolly colours, royal blue, violet, cherry, jade green and so on. The straps are usually made of a lighter shade of leather and a band of this is run round the top of the shoe. Another extremely quaint novelty is the small shoe that is an exact replica of the grown up shoe made from narrow things of leather plaited together. These look ever so quaint, and are usually made of things of some bright shade mixed with white. So as to prevent the heel part sagging at the back, this is stiffened with an extra lining of stiff leather. More decorative models for "party" wear are finished with a little motif painted or embroidered on the vamp. Animals, flowers or nursery rhyme scenes often figure in this way as a decoration to some tiny tot's shoe.

THE PETROLEUM TRADE.

SHELL-MEX AND ITS NATIONAL IMPORTANCE.

The following appears in the *Petroleum Times* of September 19th:—

The ever-growing importance of the petroleum trade in this country, coupled with the natural desire of consumers to support really British enterprise, renders the present moment particularly opportune to refer at some length to "Shell-Mex" and its organisation.

The name of the company—Shell-Mex Ltd.—is comparatively new, for it was only formed less than five years ago, but its foundations were laid considerably over a quarter of a century ago, when the Right Hon. Lord Bearsted (then Mr. Marcus Samuel, and later Sir Marcus Samuel) formed the Shell Transport and Trading Company, Ltd., with the modest capital of under £2,000,000. Shell-Mex Ltd. represents an amalgamation of the Shell Marketing Company, Ltd., and the Anglo-Mexican Petroleum Company, Ltd., and throughout the length and breadth of the United Kingdom distributes those petroleum products under the name of "Shell" which have, ever since their introduction to the British market, attained a front rank of importance.

It is interesting to record the fact that as far back as 1908, when motoring in Britain was in its infancy, "Shell" motor spirit from Borneo and Sumatra was responsible for no less than 73 per cent. of the entire quantities of spirit landed in the United Kingdom. The interests therefore responsible for the organisation of the enterprise which assured us of the bulk of our motor spirit over twenty years ago, rendered in those far-off days a great national service no less important than that furnished to-day, and it is well to place on record the fact that the organisation both in the producing fields, in the ocean transport, and no less throughout Britain, was possible only by British capital and brains, and was indeed British throughout.

As the "Shell" organisation grew, it became necessary, for defensive and not offensive purposes, to closely associate with other important interests in the Far East, and the association of the "Shell" with the Royal Dutch Company was the result. At the annual meeting of the "Shell" Company in 1907 the chairman made a very clear statement of this merging of interests, and in the light of the world-wide success which has been achieved during the intervening years, the statement is clothed with a peculiar significance. The result of the amalgamation, in fact, was that the company had, under the amalgamation, a series of refineries within their own working area. The United companies were on absolute rock bottom, and their own producers, and producing oil as cheaply as it could be produced in any part of the world, whilst their geographical position gave them an indisputable command of the areas in which they traded. They were their own carriers, passing the oil through their own installations and distributing it through their own agencies.

The somewhat extraordinary success which has attended the "Shell" in the initial years of its existence, not only continued but was intensified, and from the time when it became directly linked up with the Royal Dutch until the present moment its career has been one of the most outstanding successes in the world's petroleum industry. As corroborating this statement, it should be recorded that at that time its total capital was £3,500,000; today it is £44,000,000, with the present-day investment value of considerably over £100,000,000 the issued capital being taken up by almost 100,000 investors, the great majority of whom are British.

Its ramifications to-day cover both hemispheres and wherever petroleum is produced the "Shell" organisation, through quite an army of subsidiary companies, is an important factor. "Shell" motor spirit is a household word, not only throughout Europe and America, but in every consuming centre of the world. But important though this branch of the "Shell" activities is, it is not the only channel of its national and international service, for it produces and distributes every classification of petroleum, i.e., illuminating oil, lubricating oil, gas oil, as well as residual products known as Methylated and Sprax for the making and surfacing of our modern highways.

Thanks to a vast improvement in the highway of our country during recent years, the automobile, both for business and pleasure purposes, has become far more popular than would in other circumstances have been the case. This improvement has been largely contributed to by the activities of the "Shell-Mex" organisation, and to-day immense quantities of this refined petroleum are produced at the great Shell Haven refinery and employed, not only in the United Kingdom, but largely in other countries, in making modern roads. In this regard England has of late years given points to all other countries in modern road-making, and every year parties of road engineers from other countries visit England to study our methods of making bitumen roads. The use of this bitumen for roads has been stimulated and developed by the "Shell" furnishing as it does work for many thousands of men throughout the country, and benefiting not only the motoring community but the nation at large. Readers will be interested to learn that the Methylated is to-day used on most of the large new arterial roads of the country.

During recent months there has been an insistence on the part of some of our large trading concerns to urge the buying of British goods, and therefore it is from this point of view that we would deal with the present-day activities of the "Shell-Mex." As is known, its chief organisation is directed to the production, transport and distribution of "Shell" motor spirit, which is derived from a variety of

sources to meet the world-wide and ever-increasing demand. Yet to-day that motor spirit fulfils the same perfect service as it did in the earliest days of motoring, for every gallon distributed contains a certain percentage of those aromatic hydrocarbons, generally from the Far Eastern spirit, which have always been recognised as essential in a high-grade motor spirit.

Despite the enormous consumption of petrol in this country and the vast interests which this country possesses in oil producing territories, it is known that the vast bulk of motor spirit marketed is derived from crude produced in regions outside the British Empire, but as showing the national character and desires of the "Shell" organisation, it is important to record the official statement of the company that it distributes more petrol obtained from crude oil produced within the British Empire than all other petrol distributors combined.

But whether produced from fields inside or without the British Empire, the enormous quantities of motor spirit, as well as lubricating and other oils required for the markets of this country, have to be transported overseas, for which purposes the "Shell" fleet of oil-tankers is employed. The extent to which this overseas transport service has developed since the first few units were built, nearly thirty years ago, may be gathered when it is stated that these tankers, which are continuously engaged in transporting the various oil products for the "Shell" have a total tonnage of considerably more than 500,000 tons, while no less than 98 per cent. of the ships have been built in British shipyards.

While it has always been the policy of the "Shell" to carry out its refining operations as near the centres of crude oil production as possible (a policy which, by the way, is adopted by all the large oil-producing and refining companies), it has with but one notable exception, on certain special refineries, carried on in this country at its great refining plant at Shell Haven, on the estuary of the Thames. At that plant certain refining operations can be carried out much more economically than near the centres of crude oil production. The finishing of various grades of lubricating oil, and the production of Methylated and Sprax for road-making, are but two phases of the daily activity at Shell Haven, where a large quantity of British labour is employed.

Smaller refining units are scattered over the face of the country, while in every town and city of any importance there are the necessary facilities for the marketing and distribution of "Shell" products. These installations, without exception, bear the stamp of British engineering, and must have on their expenditure immense sums on their construction, equipment and general upkeep. While the coastal depots draw their supplies from the regular arrivals of units of the "Shell" tanker fleet, those installations in the interior of the country are fed by the familiar cylindrical "Shell" rail tank-cars, all of British construction, and we believe that upwards of 9,000 of these railway tank-wagons are continuously engaged in carrying the company's products in a never-ending chain of service, so that in the most remote hamlet, as in the largest city of the country, "Shell" oils are equally accessible.

From the depots the "Shell" spirit is despatched by lorries and tank-wagons to the innumerable garages which to-day cover all corners of the kingdom, and this work is performed by a vast fleet of several thousands of such vehicles, ranging from the small 400-gallon light tank-wagon to the great six-wheeled Scammell vehicle holding 2,000 gallons, many of which make deliveries to the garages of the London Omnibus Company. In this aspect of the "Shell" organisation we see more work for motor engineers, tank-rippers, coach painters and a host of others. And the work never ceases, for replacement and expansion is the order of the day and necessitate a constant stream of orders for more depots, more rail-cars, and still more road vehicles.

Supervising this closely-woven network of delivery service which covers the country is an army of superintendents and divisional officers—each with his British-made motor-car, most of them being the familiar red Morris-Cowley.

The capital value of all the foregoing immense organization which caters for the British motorist runs into many millions of sterling. It is not dead capital, but represents a store of living energy accumulated through a couple of decades of British enterprise and commercial genius—a mighty instrument of national service in what is today a national necessity—petrol. It gives well-paid employment, directly and indirectly, in a hundred diverse capacities, to over 100,000 people in the British Isles.

And now a word respecting the most recent movement for the bulk distribution of motor spirit to the British motorist. In common with large distributing interests, the Shell-Mex organization has wholeheartedly gone in for the distribution of motor spirit by kerbside pumps. The system, which came to this country from the United States, was essentially foreign, and so when the Shell-Mex interests decided to adopt the new method, they also decided that their pumps should be British. The "Shell" pump is manufactured by Messrs. Vickers, Ltd., and other British firms, and is strictly accurate in operation. It gives visible filling, is officially stamped as to its accuracy of measurement, and delivers at the rate of ten gallons per minute. It may be mentioned that an order was recently given to Messrs. Vickers, Ltd., for 2,000 of these pumps by Shell-Mex, Ltd., which order is keeping several hundred men now fully employed at the Erith works of this great national firm.

We could say more upon a subject which is of intense interest to all who follow the British enterprise and appreciate it, but the exigencies of space forbid. We, however, have the satisfaction of having brought out several points which hitherto may not have been clear even to those with whom for years "Shell" has been a household word.

IN COURSE OF COMPILATION

THE DIRECTORY AND CHRONICLE 1926.

FOR CHINA, JAPAN, FORMOSA,

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THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8TH.

AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD, TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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SAILORS' SUPERSTITIONS.

Twenty-five years ago a seaman's life was full of superstitions, but to-day there are practically none. They went out of date with haulyards, sheets, and chandies. Only among fishermen, and the few square-rigged sailormen who are left, will you find the old charms, ghosts, and traditional superstitions of the sea. No modern Jack has any place or time for such things. He is as different from the old order of the sea as the ships are different. He would be considered childish and out of date did he voice them, just as much as the sailor of square rig would have been considered unlucky, and a menace to the welfare of the ship, did he not voice and believe in them. To-day a seaman asks of his shipmate on joining: "Is she a workhouse?" Years ago he would have asked: "Is she a lucky ship?" The other question would have been superfluous. All ships were workhouses then.

The luckiest of all seamen is he who is born into the world with a caul. That man can't possibly be drowned providing he wears his caul always. The caul is worn round the neck in a little bag, night and day. It is never taken off—that would destroy the luck. If you weren't born lucky you could always acquire luck by wearing some relation's caul, or by purchase, and therefore you had three stages of luck where the caul was concerned. I have no authentic data as to how the three different stages worked out, but I remember as a boy having it explained to me by an old shellback. Born with a caul you couldn't be drowned, nor could a shark get you. Wearing a relation's caul you couldn't be drowned but the shark might get you. Wearing a bought caul you were just lucky, and might be drowned if you couldn't swim. He, of course, was wearing his own caul, and no doubt, had to show how superior it was as a charm over acquired cauls. Irishmen are the greatest believers in the caul charm. I remember one who told me he was wearing his grandfather's. Both his grandfather and father had worn it all their years at sea, and neither of them had been drowned. He stated this with pride, and with conviction in the power of the caul, but he told me later that his grandfather had been knifed by a Greek before he was thirty, and his father had fallen off a topsail yard and broken his neck, so apparently the caul was no use against a fight or an accident. At one time you could find in most of our seaports a shop, somewhere in Rattcliffe Highway, kept by a Jew. He did quite a fair trade till a sailor, who was either sceptical about the caul as a charm or did not trust the Jew, opened the little milk bag and found no caul. The deception became known to all seamen, and ever after when a sailor was drowned someone was sure to remark "He must have been washing a Jew's caul."

At one time seamen were always pictured wearing earrings. Sailors and gipsies always wore earrings, and were always tanned, but you could tell the shellback by his tattooed hands and his rolling gait. "I've often been told by shore people that earrings prevent deafness. Jack didn't wear them for that reason. His superstition was that they preserved his eyesight, which was of much greater importance to him than hearing. When I first went to sea whistling was, at times, a dreadful crime, and often have I felt the weight of a rope's end for doing it. The only time you can whistle with impunity is in a calm. To a seaman a head wind is preferable to no wind at all, but woe betide you if you were caught whistling when a fair wind was blowing. Superstitions were not confined to the men before the mast. The captains and officers were often as bad as the men.

The old Welsh captain with whom I served my time was the most superstitious man I ever knew at sea. During a calm he would stand on the poop for hours, facing the direction from which he wanted the wind to come, and whistle gently through his teeth. We boys would do the same down in the waist, giggling at one another and thinking what a fool we were making of the old man, but he never noticed it. "Not too loud now, boys," he would say. "Goodness to gracious only knows where the wind will come from, and if it is a head wind we don't want much of it." He believed that the louder you whistled the more wind you got. Whistling had to be used at the proper time only, at any other time it was punishable. Another way of raising the wind was to throw money overboard. As our old man was Welsh he preferred whistling, but I have often been told the story of the American skipper who bought a gale of wind for half-a-dollar and remarked to his mate: "Wind's cheap here, Mister. I should have asked for change."

Omens of approaching storms were very common. "Your sailor of the last generation was quite a good weather prophet. Weather signs which to the modern meteorologist explain atmospheric phenomena were looked upon by the old shellbacks as supernatural. A halo round the moon was always the forerunner of a storm. Given certain other weather conditions, it is. But these other conditions weren't considered; the halo was enough.

Last night the moon had a golden ring. And to-night no moon we see.

There you have Longfellow giving the superstition. A lunar bow was always sure to bring disaster to the ship. The rainbow was sure to bring good weather, but the other brought disaster to the ship. (Continued on next column).

OXFORD TROUSERS TO GO.

PLUS FOURS INSTEAD.

THE VICE-CHANCELLOR ON BARBARIANS.

It is reported from Oxford that the Oxford trousers are rapidly passing and that Plus Fours are to reign in their stead.

According to a leading tailor in Oxford, Plus Fours will be in brown shades of Scotch and Shetland tweeds, with shirts, collars, stockings, and pull-over jumpers to harmonise.

"The day of the vividly coloured jumper is over," he continued. "There will be bold colourings and designs, but there will be nothing effeminate about them."

"The hard felt black hat, is also regaining popularity. It is more 'dresy' and much more economical, because the soft felt hat is finished after a few weeks' wear. There have been inquiries for brown bowlers, and they may return to favour."

"BARBARIAN" CLOTHES.

The Vice-Chancellor of the University, Dr. Joseph Wells, speaking at Convocation on Oct. 7th, said less wine and less beer were now drunk by undergraduates, but too often to the detriment of study and discipline more coffee was consumed by young men and women in the morning hour. "We older men," he continued, "miss the becoming dress of our contemporaries, when we see our students adorned in clothes of various colours and wearing trousers which, in their fulness, are more barbarian than any which the Sarmatians wore in the days of old."

The number of motors was continually increasing, and the professors had ordained that undergraduates in their first year should not bring their motors to Oxford. That policy Cambridge had subsequently followed in order to lessen the peril to people using the streets.

HUNGARIANS ARRIVE.

Among the arrivals for the October term at Oxford were a number of young Hungarians, who were attending the university by arrangement with the Hungarian Government. When they have taken their degrees they will return as masters of a special school the Hungarian Government is setting up. It will be run on English lines, and an English graduate is shortly to be appointed headmaster.

ship or to someone on board. Why this should have been so I don't know. They are both caused by the same atmospheric conditions, except that the sun's rays give you one and the moon's rays the other. Elmo's Fire, or Corporeus Light, was also a sign of disaster. This came of small particles of phosphorus which collected on the mast heads or yard-arms on dark nights when the humidity was very great. I think the St. Elmo's Fire was the strongest of all sea superstitions. I have known men refuse to go aloft when it was to be seen, and, what is more, the mates didn't drive them.

Friday was for a long time a very unlucky day to put to sea, but Friday is considered an unlucky day ashore as well. I've seen a whole ship's company refuse to go to sea on a Friday, and I've also seen the same ship's company refuse to go to sea on the 13th of the month. To-day Friday is the sailing day of some of our western ocean liners, and if possible, the tramp steamer will make it her sailing day also. Weekends in port cost money—harbour dues, dock dues, wages, and food,—and no work is done. At sea she has no dues to pay and is eating up the distance of her destination. The worst enemy of superstition is economy.—A.H.B. in the Manchester Guardian.

RED SAVAGERY INTENSIFIED.

SOVIET GLOATING OVER CRUELTY.

DESCRIBED BY THEMSELVES.

For some months past there has been a recrudescence of brutality and terrorism by the Soviet disciplinary authorities in Russia, believed to be due to the expression of resentment by the civil population against the savagery of the administration of the local commissars.

Six weeks ago the Cheka (the despotic counter-revolutionary organisation) of Petrograd, who rule the city at the point of the bayonet, ordered 38 executions in the yard of the police office in the Gorokhovaya-street, and has since, as an act of discipline, ordered the deportation of the wives of 200 citizens to concentration camps at Archangel and in Siberia.

The policy of renewed terrorism by the Soviet administrators is being reflected in the official publications of the Russian Government, in which accounts of recent outrages are being given with the object of warning the people of the terrible power of their rulers.

TO COW THE PUBLIC.

For the purpose of cowing the public the columns of the "Soviet magazine," *Red Novelties*, have been specially selected. This publication, the title of which, literally translated, is "Our New Regime Under the Soviets," is produced in Moscow at the Government printing office. In consequence it is allowed to state that it reflects only realities, and it has to pass through the sieve of the official censorship.

The current number of the magazine, to which the factory workers are compelled to subscribe, contains an article entitled, "In the Cells of the Cheka," with the purpose of restraining and intimidating readers. A series of incidents is related, of which the following are the least offensive:

The inquirer Prichvine, thin and fleshless, in torn boots, his face crossed by a scar, was examining a prisoner. The eyes of the latter! Eyes full of terror, sheep-like eyes, were fixed on the mouth of Prichvine; the man constantly seized his head in his hands and his lips moaned always the same "on-on-on," as though he wanted to frighten a baby.

"YOU'LL BE SHOT YOURSELF."

A dim lamp was burning. The young Mitka, a "nagan" (a type of firearm) in his hand, stared with tired look at the dying light. When the prisoner was marched away, groaning as if into his pillow, Mitka asked the inquirer, "When is Karpova going to be shot?" "Don't know; why do you ask?" Mitka glanced at Prichvine, then lowered his look. "Just so"—he snapped his fingers—she's a fine peasant girl! He smiled, showing his white teeth. But the next moment his laugh vanished under the stern look of Prichvine. The inquirer made a gesture as if cutting something and shouted, "Look here! No jokes, you'll be shot yourself."

Suddenly he turned towards Pougatcheff, who was pacing alongside the wall covered with little whitish bits of dry human brains. A man clad in a dark shirt was brought in. Prichvine called out "Korovine." Silently the man stepped to the wall, threw his head back, crossed himself, and answered "Present." He was a naval officer. Hidden by the obscurity Pougatcheff in his corner lifted the "nagan." After the shot the skull was heard splitting like a walnut. In the next room, someone began to howl prolongedly, terribly.

1,000 DIVORCE TRIALS.

WOMEN'S EQUAL RIGHTS.

EX-P.M.G. AND WIFE.

Somerset House, the headquarters of the country's divorce work, has been busy making ready the lists of matrimonial causes set down for hearing during the Michaelmas law sittings. The totals are not yet officially announced but the lists, it is believed, will include some 800 cases for trial in London, in addition to which probably 200 cases will be set down for hearing at assizes during the autumn.

The first sections of the lists published at Somerset House show 340 undefended petitions and 80 defended probate and divorce causes. Of the 340 undefended cases a few over 200 are petitions by wives, who seem to be taking advantage of the law which gives them equal rights with men and allows them to proceed for full relief on the single ground of misconduct. Only three wives are petitioning for restitution of conjugal rights.

DEFENDED LIST.

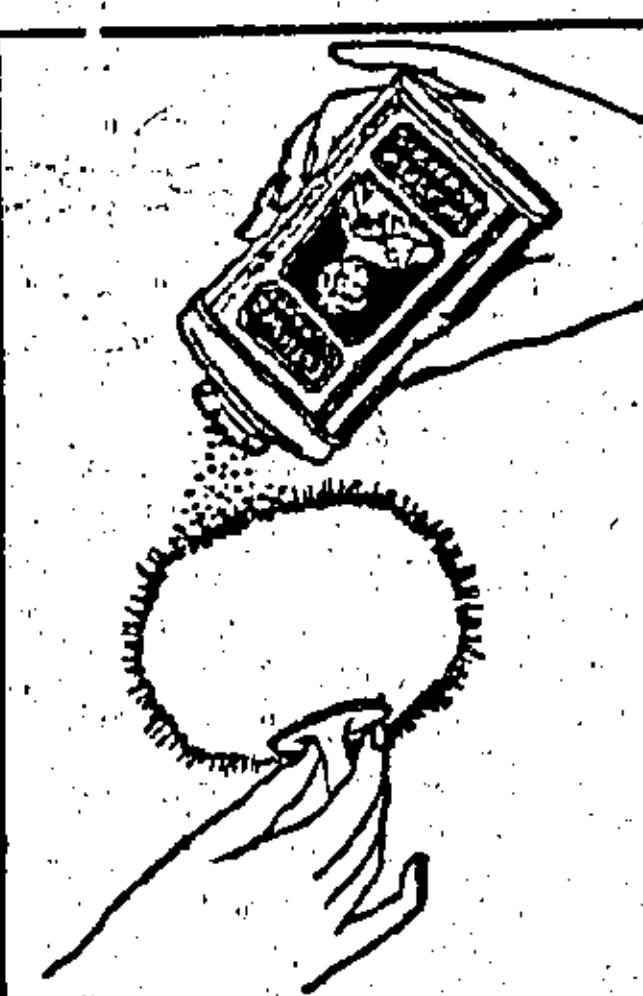
The defended list includes the case, officially entered as "The Right Hon. A. H. (Baron) Illingworth v. the Right Hon. A. E. (Baroness) Illingworth and Nottage." Lord Illingworth was Postmaster-General between 1918 and 1921, when he was created Baron Illingworth of Denton, West Riding. He married in 1893 Miss Annie Elizabeth Crothers, daughter of the late Mr. Isaac Crothers, a Chevalier of the Legion of Honour, of Chateau Croix, Nord, France.

Lady (W. A.) Smith is petitioning for divorce from Sir H. W. Smith, and Mr. Alfred Charlemagne Lambert is suing for a decree of restitution of conjugal rights against his wife, Mrs. Anne Lambert, who at the time of their marriage in 1920 was the widow of the 5th Earl of Moxborough. Her title "Countess of Moxborough" is inserted in brackets after her present name in the official list.

WIFE'S PREVIOUS PETITION.

Mr. Lambert is a grandson of the seventh Earl of Cavan. His present suit follows nearly four years after his wife's similar petition for the restitution of conjugal rights. The case, like that of Lady Smith, is in the defended list.

The Hon. Mrs. K. M. Wrottesley is among the petitioners in the undefended section. She is seeking the dissolution of her marriage with the Hon. W. B. Wrottesley.



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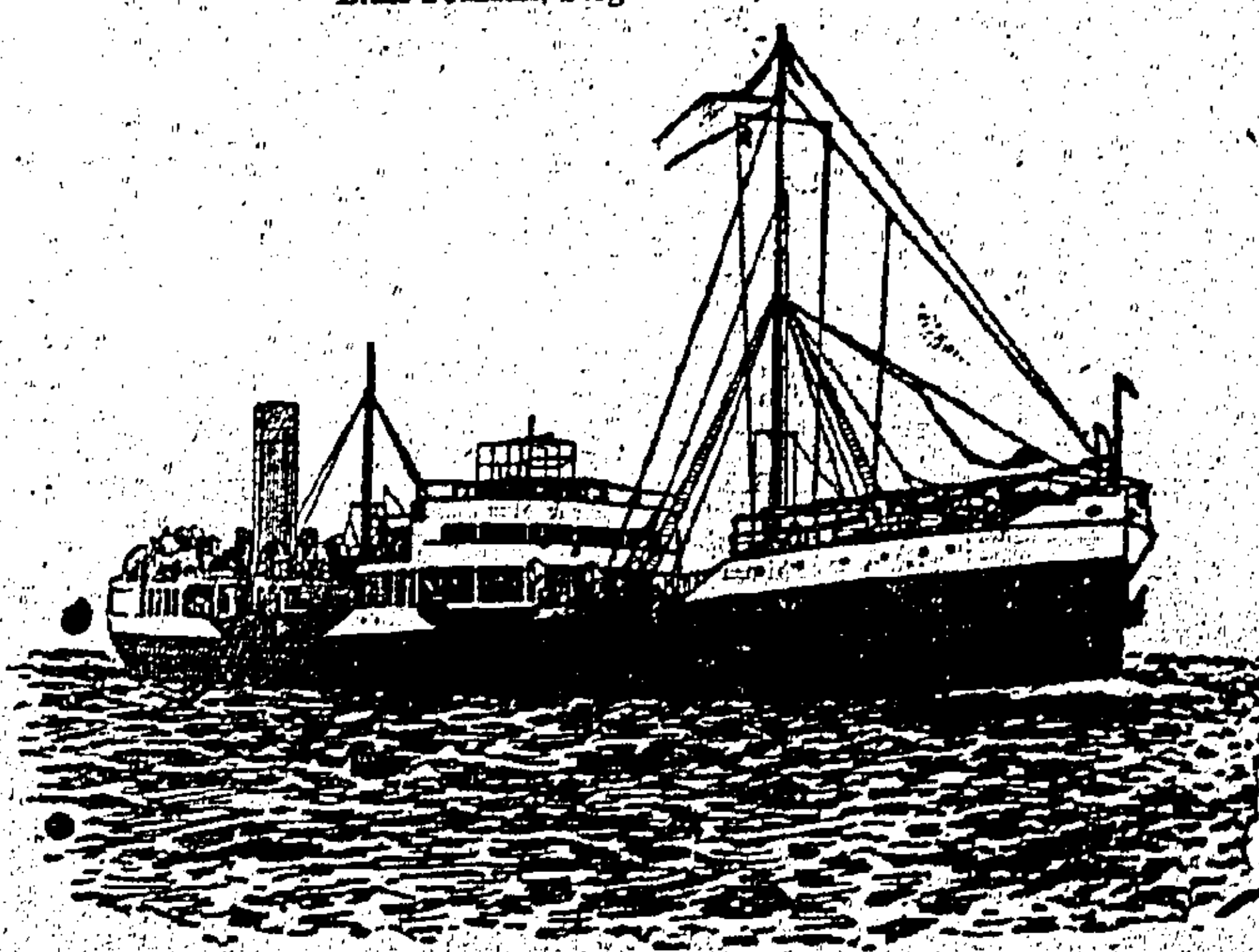
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SHIPPING NEWS

ARRIVALS.

October 31st.

Tung Shing, British str., 1,173 tons, Capt. J. M. Sturgeon, from Shanghai, with a general cargo, lying at West Point Wharf. — Jardine, Matheson & Co.

November 1st.

Haruna Maru, Japanese str., 10,430 tons, Capt. M. Nakamura, from London and Singapore. The former port she left on September 29th and the latter on October 27th, with 160.8 tons of general cargo, lying at Kowloon Wharf. — N.Y.K.

Kachow Maru, Japanese str., 1,429 tons, Capt. T. Ito, from Milke, with a cargo of coal, lying at buoy No. C94. — M.B.K.

Kaiping, British str., 2,381 tons, Capt. McFarlane, from Chinwangtao, with a cargo of coal, lying at buoy No. B34. — Dredwell & Co.

Kangaroo, British str., 2,706 tons, Capt. H. C. Norris, from Fremantle and Singapore, with 430 tons of sandalwood, lying at buoy No. B330. — Gilman & Co.

Kureichou, British str., 1,220 tons, Capt. E. M. Gillie, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C34. — B. & S.

St. Albans, British str., 2,538 tons, Capt. G. L. Smith, from Moji, with general cargo and potatoes, lying at buoy No. A1. — MacKenzie & Co.

Tijikinn, Dutch str., 6,064 tons, Capt. P. Hopman, from Batavia and Billiton, with general cargo, and sugar, lying at buoy No. A34. — C.I.L.

West Calder, American str., 3,341 tons, Capt. C. J. Swenson, from Yokohama and Singapore, with a general cargo, lying at buoy No. B23. — Colombia Pacific S.S. Co.

November 2nd.

Anking, British str., 2,048 tons, Capt. C. Plunkett Cole, from Singapore and Amoy, with general cargo, and ironwood, lying at buoy No. A9. — B. & S.

Calchas, British str., 6,313 tons, Capt. D. Mansfield, from Otaru and Shanghai. The latter port she left on Oct. 30th, with a general cargo, lying at buoy No. A2. — B. & S.

Celebes Maru, Japanese str., 4,238 tons, Capt. E. "Goto", from Bombay and Singapore. The latter port she left on October 28th, with a general cargo, lying at Kowloon Wharf. — O.S.K.

Cheribon Maru, Japanese str., 4,292 tons, Capt. S. Nakamura, from Sourabaya and Balikpapan, with general cargo and sugar, lying at buoy No. A6. — Nanyo Yusen Kaisha.

Hoang Nam, British str., 1,924 tons, Capt. A. MacKenzie, from Singapore, with 620 tons of general cargo, lying at buoy No. A26. — Song Soon Hong.

Zak San, British str., 1,000 tons, Capt. J. B. McCow, from Hoiboh, with 100 tons of general cargo and live stock, lying at buoy No. C43. — Chau Yue Teng.

Suanning, British str., 1,750 tons, Capt. G. R. Mills, from Shanghai and Swatow, with a general cargo, lying at buoy No. B9. — B. & S.

Taiwan, Chinese str., 402 tons, Capt. Chiu Nam, from Kwang Chow Wan, with general cargo and pigs, lying at buoy No. C44. — Yan Fat Co.

CLEARANCES.

November 2nd.

Armenia, for Singapore.
Ava Maru, for Saigon.
Bones Castle, for Java.
Calchas, for Marseilles.
Chung Hing, for Kwang Chow Wan.
City of Glasgow, for Dalny.
Dare Castle, for Swatow.
Haruna Maru, for Shanghai.
Hong Nam, for Swatow.
Tydringen, for Swatow.
Kynguan, for Hoiboh.
Korea Maru, for Shanghai.
Suanning, for Amoy.
Tijikinn, for Shanghai.
West Calder, for San Francisco.

PASSENGERS.

ARRIVALS.

By the *St. Albans*, from Japan, on November 1st, for Hongkong: — Mrs. C. M. A. Allison and Miss C. Allison from Moji; for Sydney, Australia, Mr. F. H. Fox, Mrs. Fox, Mr. M. Kato, Miss Reid; for Melbourne, Miss D. A. Rudge.

Per *s.s. Haruna Maru*, on November 1st: — Mrs. E. E. M. Dowson-Grove; Master G. E. Dowson-Grove; Mrs. Daisy Fair; Mr. T. M. Gregory; Mr. James M. Jack; Mrs. Anasta Larsson; Miss Astri Larsson; Mr. G. T. May; Mrs. E. M. May; Mr. Herbert Overly; Mr. David J. Sirellett; Mrs. Evelyn Rose Sirellett; Mr. Alan E. Wood; Mr. Sakichi Doi; Mrs. R. E. Oliver and child.

SHIPPING MOVEMENTS.

The P. & O. *s.s. Karmala*, from Hongkong, arrived at Marseilles on October 31st at 8 p.m.

The P. & O. *s.s. Khyber*, from Hongkong, arrived at London on October 30th at 10 a.m.

The R.M.S. *Empress of Russia* left Nagasaki on November 1st at 4 p.m., and was due at Woosung on November 2nd at midnight. She is due to leave Woosung this (Tuesday) morning at 10 o'clock.

The R.M.S. *Empress of Canada* left Woosung on November 2nd at 8 a.m., and is due at Kobe on November 4th at 5 a.m.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 77, of which 44 were British.

For the 24 hours ended at 9 a.m. yesterday there were 16 arrivals, of which eight were British, five Japanese, one American, one Dutch and one Chinese. The departures for the same period numbered seven.

The arrivals were the *s.s. Calchas* (Br.) from Otaru and Shanghai with 311 tons of general cargo and mail; the *s.s. Kureichou* (Br.) from Tientsin and Weihaiwei with 2,400 tons of general cargo and mail; the *s.s. Tung Shing* (Br.) from Shanghai with 265 tons of general cargo and mail; the *s.s. Kaiping* (Br.) from Chinwangtao with 2,750 tons of coal; the *s.s. St. Albans* (Br.) from Yokohama and Moji with 11 tons of potatoes and mail; the *s.s. Santhia* (Br.) from Calcutta and Singapore with 401 tons of gummies, tea, shellac, candles, sugar, candy and firewood and mail; the *s.s. Honghua* (Br.) from Belawan Deli and Singapore with 620 tons of general cargo and mail; the *s.s. Kangaroo* (Br.) from Fremantle and Singapore with 430 tons of sandalwood and mail; the *s.s. West Calder* (Am.) from Yokohama and Shanghai with 300 tons of general cargo and mail; the *s.s. Tijikinn* (Dutch) from Batavia and Pandan (Beliton) with 2,800 tons of sugar and general cargo and mail; the *s.s. Cheribon Maru* (Japanese) from Sourabaya and Balikpapan with 402 tons of general cargo and mail; the *s.s. Haruna Maru* (Japanese) from Middleborough and Singapore with 160 tons of general cargo and mail; the *s.s. Kachow Maru* (Japanese) from Muroran and Milke with 3,350 tons of coal; the *s.s. Hoang Nam* (Japanese) from Yokohama and Moji with 602 tons of general cargo and mail; the *s.s. Korea Maru* (Japanese) from Takao and Swatow with 4,317 packages and 720 tons of sandalwood and mail and the *s.s. Taiwan* (Chinese) from Kwang Chow Wan with 150 tons of general cargo.

VESSELS EXPECTED.

Benjamin (Ben. Line), due November 5th.

Empress of Australia (C.P.R.), due November 10th.

Empress of Russia (C.P.R.), due November 5th.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, November 2nd.

	Previous On Date	On Date	at	at
	Day	at	Day	at
	2 p.m.	6 a.m.	2 p.m.	6 a.m.
Barometer	29.99	29.99	29.95	29.95
Temperature	79	70	77	67
Humidity	50	31	57	37
Wind Direction	E	Calm	E	Calm
Force	3	0	3	0
Weather	B	B	B	B
Rain	0.0	0.00	0.00	0.00

Highest open-air temperature on 1st ... 83

Lowest open-air temperature on 2nd ... 70

HONGKONG TIDE TABLE.

From Nov. 3rd to 9th, 1925.

Days of Week	Days of Month	High Water		Low Water	
		H'kopp. Standard Time	Height	H'kopp. Standard Time	Height
Tues.	3	11 32	5 4	5 2	1 6
Wed.	4	10 27	5 4	4 19	3 6
Thurs.	5	10 53	5 0	5 49	1 7
Fri.	6	11 18	4 7	4 43	4 0
Satur.	7	11 44	3 2	5 9	4 0
Sun.	8	No inferior	High	nor Low	Water
Mon.	9	No inferior	High	nor Low	Water

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Mr. & Mrs. H. A. Adams	Mr. J. C. Bailton
Mr. J. B. Cor	Mr. T. Sanborn
Mr. W. S. Cuff	Mr. & Mrs. R. S.
Mr. C. Earnshaw	Mr. W. A. Stoppel
Mr. A. F. Johnson	Mr. O. E. Watson
Mr. E. Johnson	Capt. A. Watson
Mrs. McCaw	Mr. & Mrs. H. A. Westley
Mr. B. J. de H. Moore	Mr. A. B. Vice
Mr. & Mrs. J. H. Orberry	Mr. & Mrs. Jones
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BOOKINGS NOW OPEN FOR 1926

VICTORIA AND VANCOUVER

via SHANGHAI AND JAPAN PORTS

STEAMER	H'kopp. Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 15	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 9	Dec. 18
— 1926 —					
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 18	June 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Febr. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 15	Febr. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 15	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 10
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 8
EMPRESS OF ASIA	May 2	May 5	May 8	May 10	May 17
EMPRESS OF CANADA	May 16	May 19	May 22	May 24	June 6
EMPRESS OF RUSSIA	June 2	June 5	June 8	June 10	June 17
EMPRESS OF AUSTRALIA	June 16	June 19	June 22	June 24	July 8
EMPRESS OF ASIA	June 23	June 26	June 29	July 1	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7
Dec. 3	Dec. 5	EMPRESS ASIA	Dec. 6

Passenger Department: Tel. C. 752. Freight and Express: Tel. C. 42. Cables: GACANPAC. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$3400, \$3400, \$3440.

KAGA MARU ... Thursday, 19th Nov. at 11 a.m.

IYO MARU ... Wednesday, 18th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKOZAKI MARU ... Saturday, 7th Nov. at 11 a.m.

HAKUBAN MARU ... Saturday, 21st Nov. at 11 a.m.

KITANO MARU ... Saturday, 5th Dec.

HAMBURG via LONDON & ROTTERDAM.

TAMIMA MARU ... Tuesday, 8th Dec.

LIVERPOOL via ADEN & MARSEILLES.

DELAGOA MARU ... Monday, 7th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 18th Nov. at 11 a.m.

TANGO MARU ... Wednesday, 23rd Dec.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 19th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Middle of Nov.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU ... Tuesday, 13th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Monday, 2nd Nov.

SAIO MARU ... Wednesday, 4th Nov.

KAMO MARU ... Tuesday, 17th Nov.

KATORI MARU ... Tuesday, 1st Dec.

For further information, apply to: NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 & 2423. 8 KINOSHITA, Manager.

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SAILINGS FOR EUROPE:

11. "OOSTERK" ... 3rd Nov. 1925
12. "OOSTERK" ... 30th Nov.
13. "WESTERDYK" ... 25th Dec.

ARRIVALS FROM EUROPE:

14. "WESTERDYK" ... 17th Nov. 1925
15. "OOSTERK" ... 18th Dec.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

STRAITS & CALCUTTA	"NAMSANG"	Tuesday	3rd Nov. at 3 p.m.
HONGKONG	"TUNGSHING"	Wednesday	4th Nov. at 10 a.m.
BANGKOK	"KVAISANG"	Wednesday	4th Nov. at Noon
SHANGHAI via SWATOW	"WAISHING"	Friday	6th Nov. at 7 a.m.
HAIPHONG via HIOHOW	"MINGSANU"	Sunday	8th Nov. at 10 a.m.
TIENHSIN	"CHIPSING"	Thursday	12th Nov. at Noon
STRAITS & CALCUTTA	"FOOKSANG"	Friday	13th Nov. at 3 p.m.
SANDAKAN	"HINSANG"	Saturday	14th Nov. at Noon
KOBE via AYOY & MOJI	"LAISANG"	Monday	15th Nov. at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Wednesday	2nd Dec. at 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
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[6]

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Days Hongkong
"GLEN SANDA"	6th Nov.
"GLEN BEG"	13th "
"GLEN TARA"	20th "
"GLEN SHIRE"	27th "

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLEN SANDA"	6th Nov.	London, Rotterdam & Hamburg via Oren.
"GLEN BEG"	13th "	London, Rotterdam & Hamburg via Oren.
"GLEN TARA"	20th "	London, Rotterdam & Hamburg via Oren.
"GLEN SHIRE"	27th "	London, Rotterdam & Hamburg via Oren.

Movements are subject to change without notice.

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"PRESIDENT JEFFERSON"	Nov. 6th, 5.00 p.m.
"PRESIDENT GRANT"	Nov. 17th, 5.00 p.m.
"PRESIDENT MADISON"	Nov. 28th, 5.00 p.m.

TO EUROPE—\$120—\$112—\$110

FOR MANILA

"PRESIDENT GRANT"	Nov. 9th, 5.00 p.m.
"PRESIDENT MADISON"	Nov. 21st, 5.00 p.m.
"PRESIDENT JACKSON"	Dec. 3rd, 5.00 p.m.

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